

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. IX. No. 12.

CHICAGO, ILL., DECEMBER 25, 1902.

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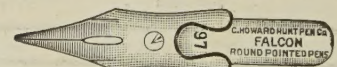
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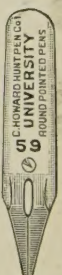
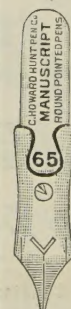
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Gerstenberg & Co., grain, seeds.
H. Hemmelgarn & Co., commission.
Lowell Hoyt & Co., grain, hay.
Karrick, Gray & Williams, grain comsn.
W. F. Johnson & Co., grain, seeds.
Lasier & Hooper, rcvrs and shprs.
L. H. Manson & Co., grain, comsn.
W. H. Merritt & Co., grain, seeds.
W. R. Mumford Co., commission.
Geo. H. Phillips, grain commission.
Pope & Eckhardt Co., commission.
H. W. Rogers & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
J. Rosenbaum Grain Co., recrs, shprs.
Scribner, Crighton & Co, commission.
Rumsey & Company, grain com's'n.
James P. Smith & Co., grain.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Weare Commission Co., commission.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

COLUMBUS, O.

Columbus Grain and Eltr Co., grain, oats.
Percy R. Hynson, buyer and shipper.
Jas. P. McAlister & Co., grain and hay.
McCord & Kelley, track buyers, shippers.
Scott & Woodrow, grain and hay shprs.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DECATUR, ILL.

C. A. Burks, Illinois grain.

DES MOINES.

W. F. Morgan, grain broker.

DETROIT.

C. E. Burns, oats, rye, beans.

EVANSVILLE.

W. H. Small & Co., grain, seeds.

FORTH WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., track buyers.

JACKSON, MICH.

Dewey & Co., hay and grain.

JACKSONVILLE, FLA.

Kingsley McCallum & Co., grain, hay.

KANSAS CITY.

Ernst-Davis Grain Co., commission.
Robert I. Thresher, grain brkr & comsn.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LOUISVILLE, KY.

A. Brandeis & Son, rec'v'rs & shippers.
Callahan & Sons, electric grain elevator.
A. C. Schuff & Co., grain and hay.

MEMPHIS.

Davis & Andrews, grain dealers & millers.
John Wade & Sons, grain dealers.

MILWAUKEE.

L. Bartlett & Son Co., commission.
Franke Grain Co., grain, hay.
I. H. Lowry & Co., grain com'isn.
Chas. R. Lull, grain, feed, hay.
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Van Dusen-Harrington Co., comsn.
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J. H. Wilkes & Co., grain, hay.

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F. A. Champlin & Co., grain, hay mill feed.
Forbell & Tilson, grain commission.
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Tyng, Hall & Co., grain comsn.
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E. Dunwoody & Co., grain and seeds.
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W. J. Koch & Co., grain, hay, mill feed.
E. L. Rogers & Co., grain, hay.

PITTSBURG.

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Keil & Thorne, grain, hay, feed.
Daniel McCaffrey's Sons, grain, hay.
R. S. McCague, grain, hay.

PORTLAND, ME.

Henry Littlefield & Co., grain and feed.
Edward P. Merrill, grain broker.

RICHMOND, VA.

S. T. Beveridge & Co., grain, hay, seeds.
Geo. T. King, broker and commission.

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Connor Bros. & Co., grain comsn.
G. L. Graham & Co., grain, hay, seeds.
Sherry-Bacon Grain Co., grain com's'n.

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R. H. Montgomery & Co., corn, oats, hay.
G. B. McCabe, grain and seeds.
The Paddock-Hodge Co., grain com'n.
Reynolds Bros., grain and seeds.
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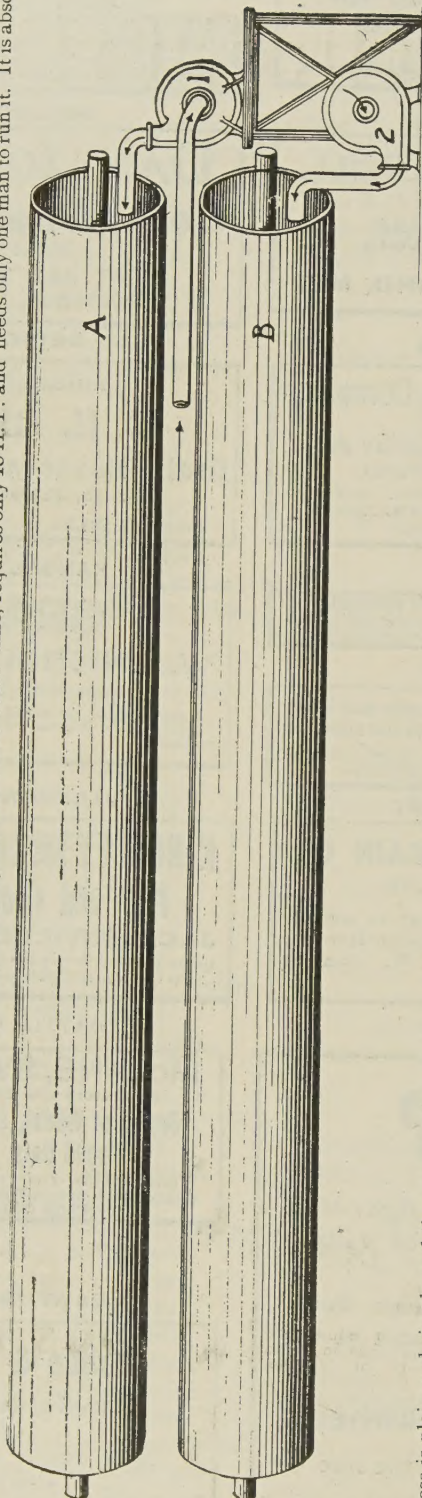
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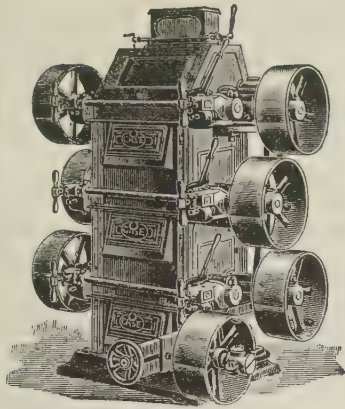
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**SIMPLEST
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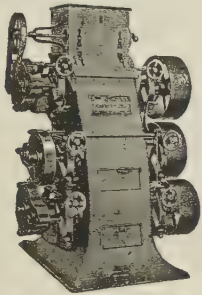
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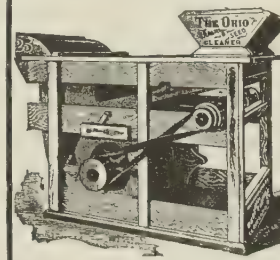
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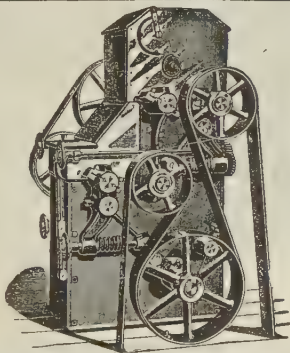
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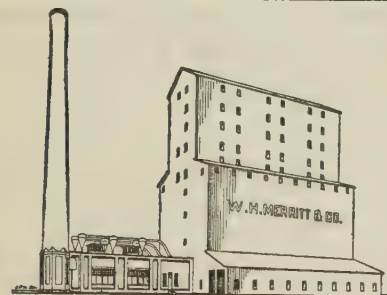
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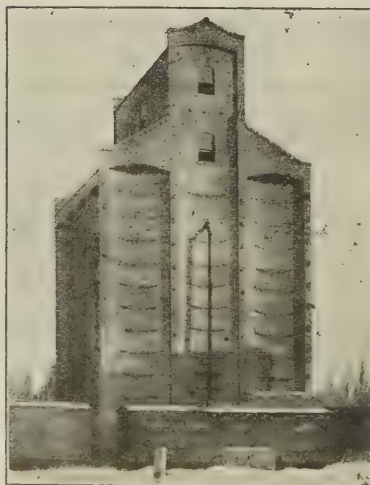
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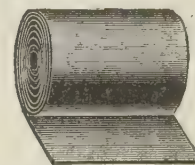
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Ear
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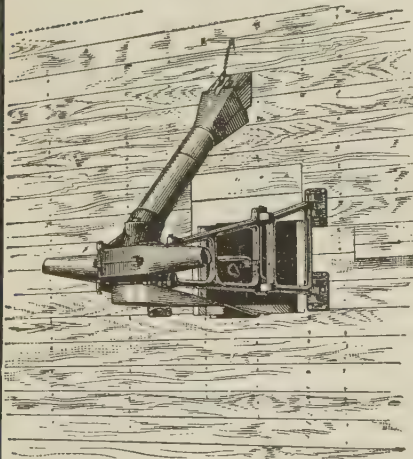
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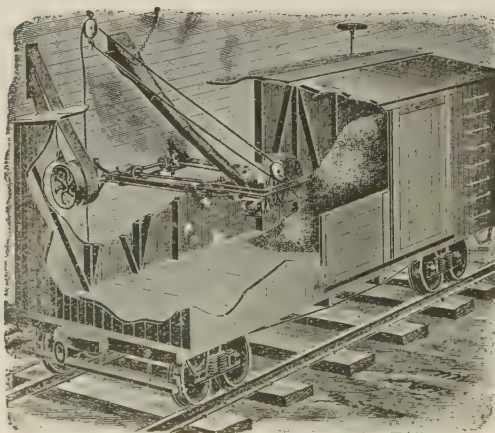
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255 LA SALLE ST., CHICAGO, ILL.**ELEVATOR BUCKETS**

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.**The Champion Car Loader**Will fill each end of the car at
the same time.Has a capacity of 6,000 to 9,000
bushels per hour.

A perfect success.

Write the inventor and pioneer
manufacturer of the rotary
car loaders, for full particu-
lars.

Manufactured by

E. H. REYNOLDS,
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GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

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HAD GOOD RESULTS,

Siebens Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

Minneapolis, Minn.

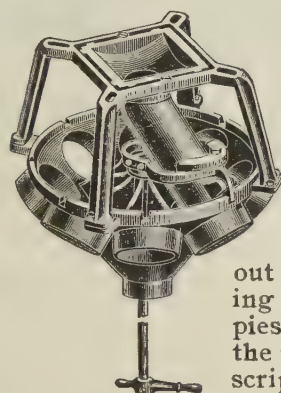
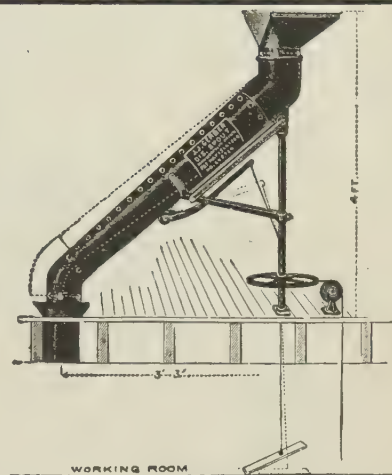
The above City is where the Gerber Improved Distributing Spouts are manufactured.

USERS ARE PLEASED WITH THEM.

Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

**JAMES J. GERBER
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The Improved Hall Automatic Overflow Signalling Grain Distributor

is becoming the general favorite with the elevator trade. No elevator complete without it. The cost and maintenance of your building materially reduced by its installation. Occupies the least space of any distributing system on the market. For proof send for illustrated descriptive booklet and circular.

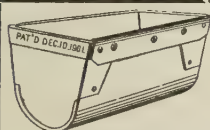
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ELEVATOR SUPPLIES

Wagon, Hopper, Portable, Dump Scales, Gasoline Engines, Grain Cleaners

Write for Catalog of Complete Elevator Equipment

C. D. HOLBROOK & CO.
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Welfle's ELEVATOR BUCKET

Least expensive, most substantial on the market made by

JOSEPH WELFLE, Hamler, O.

Grain Elevator Machinery

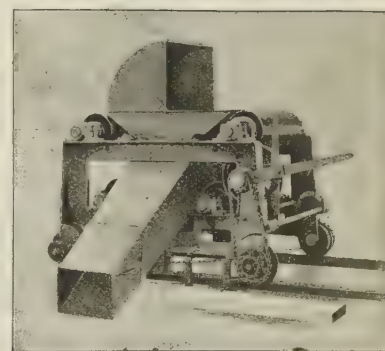
BELT CONVEYORS, CAR PULLERS, SPOUTING, WAGON DUMPS, SHAFTING, PULLEYS, GEARING, FRICTION CLUTCHES, ROPE SHEAVES, LINK-BELTING, SPROCKET WHEELS, Etc., Etc.

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ENGINEERS, FOUNDERS, MACHINISTS.

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Birchard Improved Distributor

Can be installed in an elevator without changing any of the spouting and overhauling the house.

Write for descriptive circulars.

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Simple, Swift, Safe and Strong.

Built in Three Sizes for Both Horse and Steam Power.



Has a Record of 2-120 Pound Bales a Minute. Address

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GRAIN Shovel Handles



Style A

Made from second growth **HICKORY**

Never Break. Made in 2 styles
N. GEISEN & Co., Armour, Ind.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
to thoroughly investigate the merits of the

"EUREKA"

THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
WASTE, AND DO BETTER WORK THAN ANY OTHER. CAN MAKE PROMPT SHIPMENTS.

THE S. HOWES COMPANY

"EUREKA" WORKS,

ESTABLISHED, 1856.

SILVER CREEK, N. Y.

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Skillin & Richards Mfg. Co.

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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

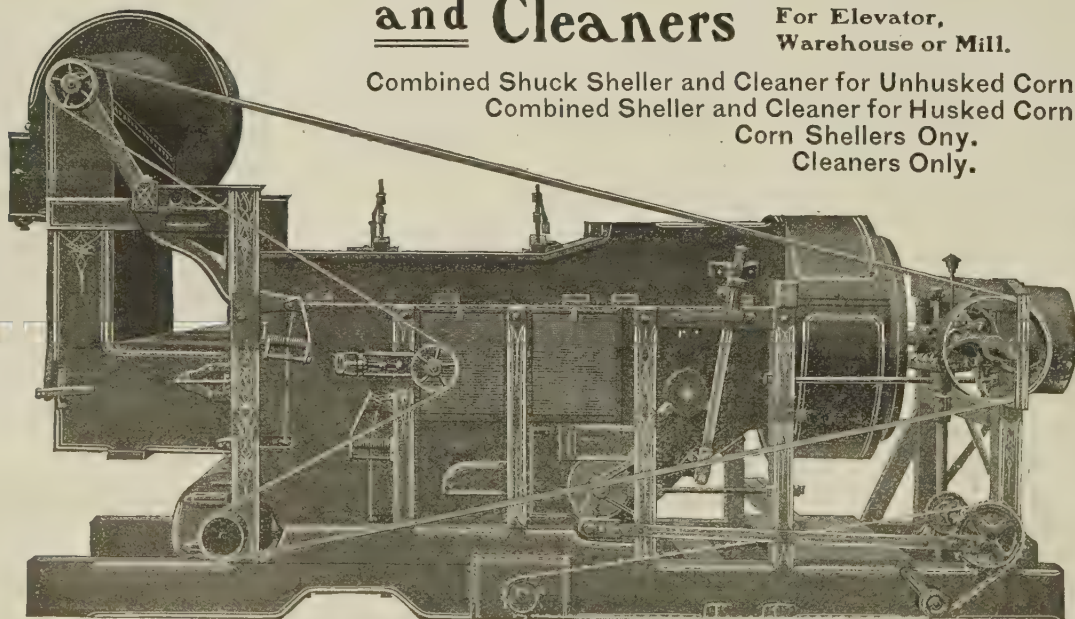
MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.
Combined Sheller and Cleaner for Husked Corn.
Corn Shellers Only.
Cleaners Only.

CLEAN CORN
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Favored by Insurance Companies
Because Husks are Carried
Out of Building.

The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be
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Send for our Catalog of EVERYTHING used in an ELEVATOR, WAREHOUSE or MILL.

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Branches { Peoria, Ill., Council
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**MILL OWNERS
MUTUAL FIRE INSURANCE CO.**
Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.
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Reliable Insurance...

on Modern elevators and Contents can be
secured at about one-half the rates
charged by stock companies by addressing

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205 La Salle Street, CHICAGO, ILL.
CHARTERED, 1865 ASSETS, \$2,721,893
NET CASH SURPLUS, \$469,382.27
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INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.
Gross Premium Notes.....\$697,501.33
Surplus to Policy Holders..... 697,351.55
Dividends Paid Policy Holders..... 238,566.84
Cash Assets..... 119,924.77

**MILLS AND ELEVATORS ONLY
PURELY MUTUAL**

A liberal policy issued.
Losses paid when adjusted and NO DIS-
COUNT demanded. Address,

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Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

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Losses Paid..... 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
1900
1901

Insures Flour Mills, Grain and Elevators.

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Special attention to Open Floater Policies
in the best Stock Companies.
Insurance follows grain up and down as the
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ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
25 years' experience. Best of references.

The Grain Dealers National Mutual Fire Insurance Co.,

OF

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Has secured application
notes amounting to over
\$100,000, been granted a
charter and is now pre-
pared to issue policies on
good country elevators.

When wanting reliable
insurance at a reasonable
cost, address,

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SECRETARY.

BOARD OF TRADE,
Indianapolis, Ind.

Polk's Directory

of the 1903 Edition

Grain, Seed, Elevator, Milling and
Baking interests of the United States

It contains names and addresses of all
Grain Commission Men, Grain Shippers,
Dealers, Buyers, Elevators and all interests
pertaining to the grain trade. Contains 1380
pages, size 6½ x 9 in. printed on good paper
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Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest
addition the cost of any quantity of grain at
any possible market price and reduces
pounds to bushels on the same page.

The values are shown directly from the
pounds without reducing to bushels.

Quantities are shown in red figures, and
values in black. The price being given at
top and bottom of columns on each page.

Reductions to bushels are given in two col-
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column; the smaller the hundreds only.

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These tables can be used for Timothy Seed
at 45 pounds per bushel and for Corn in the
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four sets of tables, printed on best linen ledger
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MODERN POWER TRANSMISSION ENGINEERING

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MANUFACTURING ENGINEERS.

BRANCHES—Borton; New York; Chicago; Cincinnati; Atlanta; London, Eng.

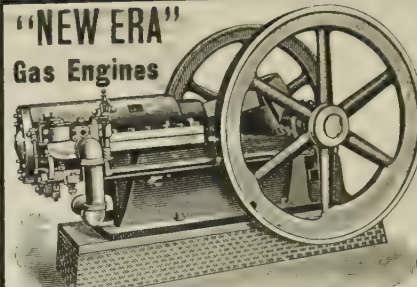
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THE Columbus Gas and Gasoline Engines.
Simple, effective, easily started and adjusted.
Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39



Gasoline Engines
Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
Fremont, Neb.

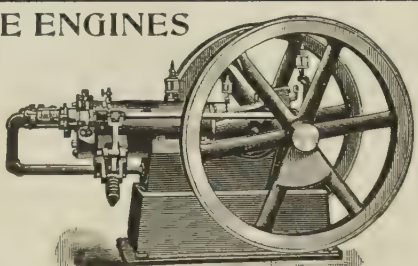


"NEW ERA" Gas Engines
For Gas or Gasoline. Sizes 5 to 80 H. P.
NEW ERA IRON WORKS,
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THE CHEAPEST POWER PLANT ON EARTH
Is the Gasoline Engine. Learn something to your advantage about
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by writing us. Catalog and prices on application.
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HOWE SCALES AND HOWE ENGINES
Can you get anything better?
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INVESTIGATION WILL DETERMINE.
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.
CATALOGS.



The Ball-Bearing Scale.



St. Louis, Kansas City, Minneapolis, Cleveland.

1 to 60 H. P.
Wagon, Dump, Hopper, and Grain Scales.
Double or Compound Beams.
Steel Frames.

Borden & Selleck Co., Chicago, Ill.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

It is printed on manilla paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY
255 La Salle Street. - Chicago, Ill.

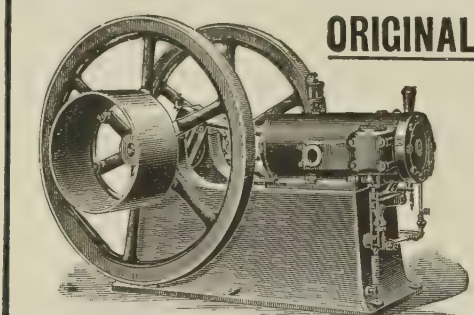
The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

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ORIGINAL

LEWIS GASOLINE ENGINES

Most Popular and Reliable for
**GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS**

Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end.

Buy a Lewis at the start. It is acknowledged to be standard in all respects.

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by
GRAIN DEALERS COMPANY,
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Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

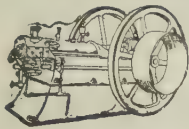
GRAIN DEALERS COMPANY
255 La Salle Street, CHICAGO, ILL.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

POWER FOR GRAIN ELEVATORS.

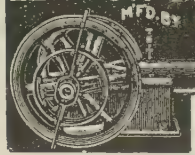
THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

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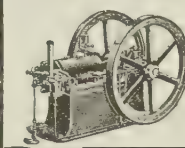
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MFG. BY LENNOX MACH. CO.
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of Elevator Engines.

BRUNNER ELEVATOR ENGINE



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From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr
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Burger Automatic

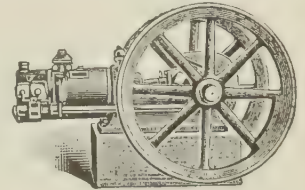
Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

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The Last Six Months

ending with November have been the most prosperous in the history of this Company. More and larger engines have been sold. More pleased and satisfied customers added to our list than for any previous like period. This is gratifying and we thank our friends for the business; but we thank them even more for the confidence they have shown in the "OTTO" engine, and among them all there is not a single case of misplaced confidence. If looking for an engine bear in mind that 60,000 others are using "OTTOS."



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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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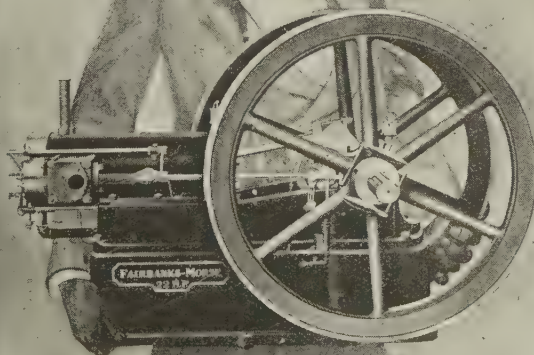
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GAS AND GASOLINE ENGINES

STATIONARY
PORTABLE and
MARINE

CHICAGO, ILL., U.S.A.
DETROIT, CLEVELAND,
CINCINNATI, INDIANAPOLIS,
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TWO GREATEST POWERS
ON EARTH

The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book is just out and is strictly up-to-date. You can not afford to be without it. It is of convenient size, printed on book paper and neatly bound in cloth.

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GRAIN DEALERS COMPANY,

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John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

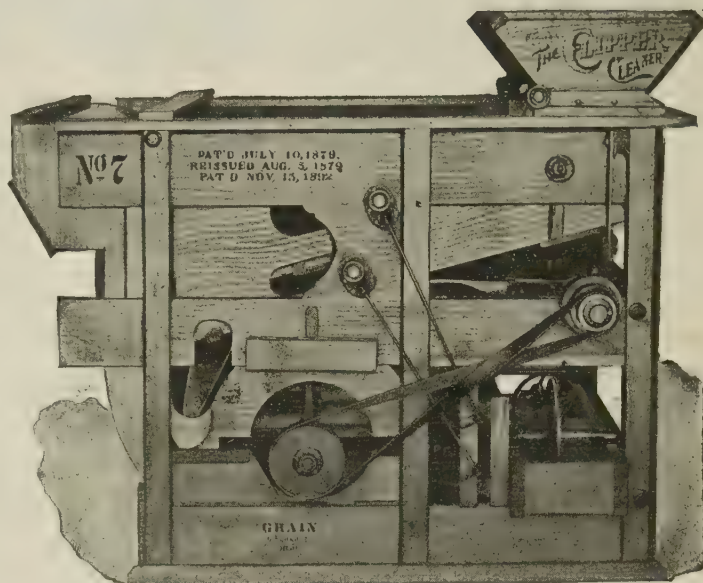
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalog mailed on request.



A. T. Ferrell & Co., Saginaw, Mich.

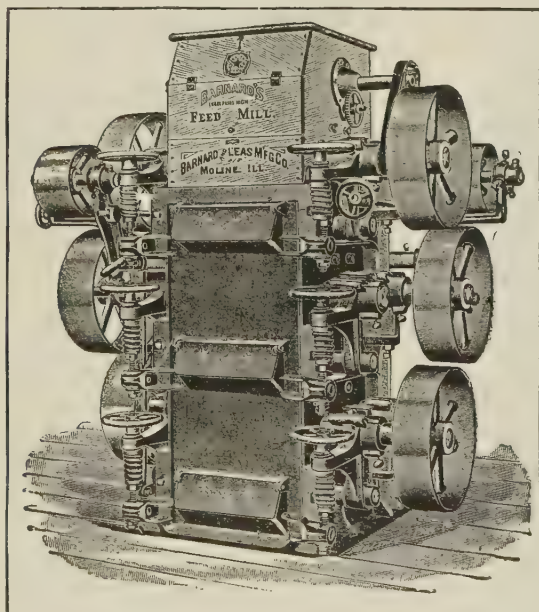


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When large capacity and fine grinding is desired, Barnard's Three Pair High Feed Mill will meet all requirements.

It is specially adapted for grinding fine table meal, pearl meal, linseed meal, rye or barley. Its adjustments are very simple and it is compact, strong and durable. We also make The Willford Three Roller Feed Mill, Cob Crushers, Corn Shellers and Cleaners, Separators, Scourers and Oat Clippers, and furnish all kinds of mill and elevator supplies.

BARNARD & LEAS MFG. CO., - MOLINE, ILL.
BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY.

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The rate for Advertisements in this department is 15 cents per line each insertion.

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ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

ELEVATORS for sale in Iowa. Address Geo. A. Wells, 508 Observatory Building, Des Moines, Iowa.

TWO modern elevators in central Iowa; capacity each 35,000 bu.; price, \$9,100. G. W. Post & Son, Lehigh, Iowa.

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EASTERN ILLINOIS elevator at good shipping station in grain country for sale. Address Collier & Songer, Freeland Park, Indiana.

GOOD ELEVATOR of 12,000 bushels capacity, at one of the best shipping points on the Santa Fe, for sale. Write or call on O. L. Kimler, Media, Ill.

ELEVATOR warehouse and feed mill for sale, in thriving town and good farming country. No competition. Address W. W. Brown, Merton, Wis.

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A GOOD elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

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ELEVATORS FOR SALE.

LINE of six elevators for sale in central and three in eastern Illinois. Six in Indiana, one in Ohio and one in Iowa. Some rare bargains to offer if taken soon. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

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TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR and coal yard for sale. Located on main street in Ohio town with 2,000 inhabitants; R. R. ground. No competition in grain, one competitor in coal business. Cap. 15,000 bu. grain, 400 tons coal. Thoroughly equipped; fine retail trade in feed and coal. Address H. B., box 12, care Grain Dealers Journal, Chicago.

ELEVATOR for sale. One of the best locations in western Iowa; main line of Rock Island; 35,000 bu. capacity; corn sheller, cleaners, 500-bu. hopper scale; gasoline power. Good reasons for selling. This property will not be on the market but for a short time. B. S., box 11, care Grain Dealers Journal, Chicago.

NORTH DAKOTA elevator for sale, 40,000 bushels capacity, nearly new; 6-H. P. gasoline engine, cleaner; in a large town in N. Dakota with good schools, etc. Price, \$5,500, one-half cash down. Owner has satisfactory reasons for selling. This is a snap for some man who wants to make his home in the state. Apply to Northam, box 11, care Grain Dealers Journal, Chicago.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

WANT to rent elevator with a view of buying. Must be in good corn and oats belt. B. C. J., box 11, care Grain Dealers Journal, Chicago.

WANTED TO RENT, with view of buying if situation is satisfactory, elevator in Illinois or Iowa. W. J., box 12, care Grain Dealers Journal, Chicago.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

GOOD Indianapolis property to trade for country elevator; must show business 150,000 to 200,000 bu. per year. Address Board of Trade, Room 18, Indianapolis, Ind.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WANT to buy immediately, an elevator with a good established trade, shipping not less than 150 cars per year, in an up-to-date town. Or will buy a good flour and feed business, in a small city. The business will have to show profitable, or it will not be considered. Will pay cash. Address Julian Doriot, Bluffton, Ohio.

MACHINES WANTED.

WANTED to buy: A good secondhand gravity barley separator, 8 or 9 ft. in length. D. L., box 12, care Grain Dealers Journal, Chicago.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

LOCATIONS

For FACTORIES and other INDUSTRIES on the BELT
RY. of Chicago. Ample Car Supply. Low Rates. Quick Time.
(The Inner Belt.) Address, B. THOMAS. Pres. and Gen. Mgr., Dearborn Station, Chicago.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

RUBBER belt for sale, 12, 14 & 16-in. 5-ply, very low, all new. G. M. Sloan, 222 E. Washington-st., Chicago.

SANFORD'S Portable Elevator with Fairbanks Gasoline Engine, for sale. E. Blankenburg, Ivanhoe, Minn.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

A MILLING separator, another bargain. Cleans corn, oats and seed wheat. B. S. Constant Co., Bloomington, Ill.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

TWO No. 4 Eureka Clippers; good condition. Sell because I have not power enough to run. D. N. Dunlap, Fontanelle, Iowa.

FREIGHT ELEVATOR for sale. A good hand power elevator suitable for 3 or 4 story building. C. S. Brent, 128-130 South Broadway, Lexington, Ky.

FEED MILL. A Willford 3-roller Mill, nearly new, for sale. Can be bought cheap, as we want to replace it with a cleaner. K. Krueger, Westbrook, Minn.

ONE CORNMEAL BOLT, 8 feet long; good as new; 100, 9x5 Favorite Elevator Cups, good as new. For prices write A. H. Richner, Crawfordsville, Ind.

FOR BARGAINS in secondhand machinery write for Circular No. 16; new list of machines at cut prices. A. S. Garman & Sons, Akron, Ohio.

OAT CLIPPER for sale; one invincible, horizontal, No. 6, capacity 500 to 600 bu. per hour. Good as new. For price address A. H. Richner, Crawfordsville, Ind.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPER for sale at low price, as we have no use for it. Machine does very good work and can be run at 200 to 1,000 bu. per hour, requiring 5 to 25 h.p. Best made. Address J. B., box 7, care Grain Dealers Journal, Chicago.

ONE No. 8, 4 No. 5 and 5 No. 4 Knickerbocker Cyclone Dust Collectors; No. 9 Monitor Oat Clipper; 2 No. 9 Monitor Warehouse Receiving Separators; 2 Twin City Succotash Machines, 100 to 250 bu.; 2 flax machines, 100 to 150 bu.; 4 friction clutch pulleys, 48x8; 3 36-in. and 1 76-in. 5 gr. friction clutch sheaves, 1-in. rope. G. T. Honstain, 313 3d st., S., Minneapolis, Minn.

SITUATIONS WANTED.

POSITION wanted by experienced man with a good grain firm as bookkeeper. Am stenographer; married; best of references. Address F. W., box 12, care Grain Dealers Journal, Chicago.

WOULD LIKE a traveling position as auditor with elevator company or to take charge of elevator at some good live town. Will furnish best of references; 17 years' experience. G. B., box 12, care Grain Dealers Journal, Chicago.

POSITION as salesman or traveling man; seven years in grain commission; two years as coarse grain salesman on board of trade. First-class references. Address L. P., box 12, care Grain Dealers Journal, Chicago.

SITUATION wanted, with grain dealer, by temperate, single man, having had 25 years' experience buying, selling and milling grain, on road and in office. References. Fremont, box 9, care Grain Dealers Journal, Chicago.

WANTED—Position as manager of station or cleaning house; 5 years' experience in cleaning house; 2 years at country station. Can handle the trade. Married; best of references. Address F. E. Plum, 909 S. Sixth-av., Marshalltown, Ia.

YOUNG man with four years' experience in handling grain and keeping books for a line firm, wants a position as bookkeeper in grain office at Chicago or Buffalo. Best of references. Address J. M., box 12, care Grain Dealers Journal, Chicago.

WANTED, by experienced young man, position as bookkeeper in grain office at Chicago or Buffalo. Have had 14 years' experience in handling grain and keeping books for a line firm. Best of references. L. N., box 11, care Grain Dealers Journal, Chicago.

POSITION wanted with good grain firm as road man and grain buyer. Six years' experience in this work; first-class reference; personally acquainted with grain trade thru Indiana, Illinois and Ohio. Please address R. J. Sullivan, Sheldon, Ill.

WANTED: Position as master mechanic and designer and builder for a country line of elevators. Understand the running of gasoline and steam engines and all kinds of grain cleaning machinery. Address Nood, box 12, care Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FLOURING mill for sale or trade for farm. W. A. Thompson, Attica, Ind.

A FIRST-CLASS, up-to-date, new Iowa mill for sale or rent, or would take in a working partner. Way-Johnson-Lee Co., 606 Corn Exchange, Minneapolis, Minn.

FULL roller 75-bbl. mill and granary, in the fine wheat belt of west Tennessee, will be sold at reasonable price and on terms to suit purchaser, as other business demands entire attention. Tennessee Farm Co., Trimble, Tenn.

GRAIN WANTED.

RYE and buckwheat grain wanted. Oneonta Milling Co., Oneonta, N. Y.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: 100 cars of snap corn for shipment in the next 30 days. Kitching Grain Co., McKinney, Texas.

WANTED—In car lots: Pop corn, Siberian millet, alfalfa seed and black oats. W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

HELP WANTED.

SUPERINTENDENT wanted for elevator. Must be a judge of wheat, corn, oats and hay. State age, experience, salary wanted and references. Address E., box 11, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

ELEVATOR man wanted, to operate country elevator. One who is not afraid of work and can handle a Lewis Gasoline Engine. Must have first-class references and state salary expected in first letter. Address P. O. Box 726, Mexico, Mo.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

BROKER WANTED to card bid Northwestern Illinois for us. Address Walton, box 12, care Grain Dealers Journal, Chicago.

CORN CRIB VENTILATORS. Adjustable; fit any crib. Satisfaction guaranteed or no pay. For full particulars write N. S. Beale, Tama, Ia.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 6-h. p. Temple Pump Co., 15th place, Chicago.

OLDS, 6, 12 and 18 h.p. Gasoline Engines cheap. Can ship at once. G. M. Sloan, 222 E. Washington-st., Chicago.

ONE GASOLINE engine, 24 horsepower, for sale. Address Union Grain & Hay Co., Cincinnati, O.

TEN-h.p. Milwaukee Gas Engine, in perfect order, for sale. Schulze Baking Co., 452 W. 63d-st., Chicago.

WATKINS 10 H. P. Gas Engine in perfect order for sale cheap. Dowst Bros. Co., 30 S. Clinton-st., Chicago.

SECOND-HAND 15-h.p. Standard Oil City Gas Engine for sale; \$300. Write for other sizes. Lammert & Mann, 155-161 S. Jefferson-st., Chicago.

GASOLINE engines for sale: 14-16-H. P. Dayton; 16-H. P. Case; 10-5H. P. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE first-class gasoline engine, 25 h.p., in the best of condition, for sale. Used only about four months. Address Geo. L. Brown & Son, 222 American Bank bldg., Kansas City, Mo.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

CENTER crank engine, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. H. Clark & Son, Arlington, O.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 216 Lake-st., Chicago, Ill.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 12x20 box bed slide valve engine rebored and re-fitted in good order for sale. Also one 9x14 left hand automatic Atlas Engine nearly new. One 54x16 tubular boiler, without patches, in good order, two circular courses. Also one 40-H. P. locomotive boiler with stack and all fittings. One 14x20 slide valve Brownell Engine. Correspondence solicited concerning either of the above items. Address Pittsburg Steel Shafting Co., Toledo, O.

ENGINES FOR SALE.

FOR SALE—65-h. p. steam engine and boiler (stationary), also 1 double saw sawmill, all complete and in good condition and Brownell make. Address or call on John L. Bowlus, Bowlusville, Clarke Co., O.

ONE 12-h.p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h.p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

ONE 42-ft. and one 44-ft. 75-ton Fairbanks R.R. Track Scales for sale. Standard Scale Co., Station A, Kansas City, Mo.

WAGON SCALE for sale; one double bar 6-ton Victor Fairbanks, with frame, complete, only used 2 months. E. Blankenburg, Ivanhoe, Minn.

ENGINES WANTED

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

INDIANA'S BIG GRAIN CROPS

Will be discussed at the Annual Meeting of the Indiana Grain Dealers' Association to be held at Indianapolis, Jan. 8-9, '03.



Four comfortable trains daily, leaving Dearborn Station at 8:30 a. m., 12 noon, 9:00 p. m. and 2:45 a. m. The midnight mail carries special Indianapolis sleeper, ready for occupancy at 9:30 p. m. All trains stop at 47th Street and Englewood.

CITY TICKET OFFICE

232 Clark Street
CHICAGO

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

Caldwell-Barr Grain Purifier AND Process for Purifying Grain.

Fully covered by our several U. S. Letters Patent applications.

We can purify Oats, Corn, Barley, Wheat, etc., and remove *Mold, Must, Smut, Unnatural Odors, Insect Life and Fungus Growth.*

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 Oats, and we can take No. 3 Oats and make as bright and sweet as No. 2.

We can purify all grain with little heat, and our machine will do its own cooling and drying when necessary after purifying, so that no additional machinery is necessary to prepare grain for shipment.

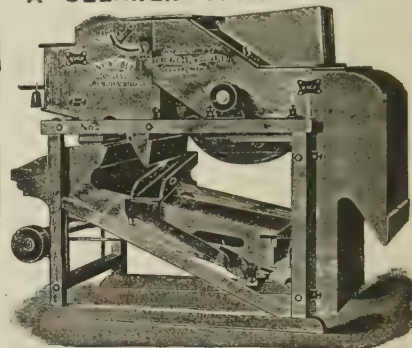
We can dry moist grain and cool warm grain by bringing it in contact with powerful currents and immense volumes of cool air.

Are you interested? If so, write us, and we will send you descriptive pamphlets and prepaid samples of grain before and after purification. Address

CALDWELL & BARR,
Earl Park, - - - - - Indiana

INVINCIBLE**DOUBLE RECEIVING
SEPARATOR**

"A CLEANER THAT CLEANS."



Absolutely Dustless.

Eleven Sizes.

Simple, Durable, Compact, Light-running and Reliable. Can be operated at a minimum expense for power and repairs. Can be used with the most satisfactory results under any and all circumstances where a separator is required.

We manufacture corn and cob separators and cleaners, oat clippers, scourers and cleaners, needle screen gravity separators and spiral belt separators. **Send for Catalog.**

Invincible Grain Cleaner Company

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, 94 Traders Bldg., Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT, Nicolet Hotel, Minneapolis, Minn.

J. N. Bacon, Balchorne Block, Indianapolis, Ind.



When the Boss Has Troubles

My Dear John:

When I was down in the country the other day I called in to see an old friend of ours whom we met in Minneapolis last year.

Well, Jones had a department that was equipped, *on paper*, to clean

about 3,000 bushels of wheat a day, but he said it couldn't turn out more than 1,400 to save its life. I asked him: "Whose machines have you got in?" Well, I cracked a very broad smile when he said: "Why, I got Just-as-Good & Co.'s machines."

"What can you expect?" I says to him. "You don't expect \$200 machines to do \$400 machines' work, do you?"

"Well," he says, "when I bought those machines they were guaranteed to be just as good as the \$400 Monitor machine."

"You're easy," says I to him. "You wouldn't expect a \$10 clerk to do a \$20 man's job, would you? You don't sell fifty-cent wheat for twenty-five cents, do you? Don't you know that a machine is not as good as it claims to be—but it is only as good as it is? Now, if you put in a Monitor machine you can gamble on one thing—that it will be just as good as the Huntley people say it is—that it will do everything that the Huntley people say it will do."

Hurriedly,

SAMUEL WISEMAN.

The Huntley Manufacturing Co.

The Best Grain Cleaning Machinery for Mills and Elevators
THE MONITOR WORKS

SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

Subscription Rates:

One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local checks. Single copies five cents.
To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., DECEMBER 25, 1902

The Grain Dealers Journal wishes all its friends and patrons A Merry Christmas and A Happy New Year.

SEND us the grain trade news of your district.

HOT corn is still greatly favored by the weather man and the condition of this grain in many districts.

INDIANA Grain Dealers Association will hold its first annual meeting at the Hoosier capital January 8 and 9.

ILLINOIS politicians have not yet succeeded in running the grain business of East St. Louis as suits their whims.

SHIPPERS to St. Louis should in behalf of their own interests insist upon having Merchants Exchange weights.

OFFICES in as many cities as can be found on the map is one form of bait now used by bucket shop keepers to catch suckers.

FORGED bills of lading will continue to force trouble upon receivers until railroad companies are induced to guard blank bills more carefully.

REFUSING grain on a declining market is not likely to raise the buyer in the estimation of the would-be seller, whether he has a just excuse or not.

THE BLIND-POOL operator of St. Louis has been attracting considerable attention recently from the daily press, which has taken pains to count the number of customers and the number of bookkeepers and typewriters now employed; but as yet none of them have at-

tempted to figure out how many expert bookkeepers it will take to unravel the snarl after the pool has burst.

FAVOR your brother dealer who seeks your opinion thru our "Asked and Answered" column. You may be very much in want of his opinion on a trade question which bothers you before long.

THE INJUNCTION restraining rail carriers from cutting rates has been such a boon to carriers that shippers would now be justified in petitioning for an injunction restraining carriers from increasing rates.

SOUTHEASTERN brokers are winning the dissatisfaction of the shippers to that territory by playing the dual part of Buyer and Broker, both at the same time. Such trickery will increase rapidly if shippers tolerate it.

FREE SEEDS are now being distributed by a beneficent government, whose congressmen seek to convince their constituents that they are really receiving something worth planting. How long will this foolishness be continued?

IF THE Merchants Exchange of St. Louis will establish an inspection department in East St. Louis, it can soon make the Illinois Railroad and Warehouse commissioners very sick of their interference with the grain trade of that market.

THE SHIPPER with a good drier has not suffered much by reason of hot corn this season, in fact, the conditions have favored his realizing the cost of the driers several times. It is never necessary to use picks and spades in removing dried grain from cars.

EMPTY-CAR Night Mare is a trouble which has been causing would-be grain shippers much grief recently, but there is no relief in sight, and although the practice is to order seven or eight times as many as are actually needed, shippers seem able to get only an occasional car.

COMPETITION now threatens our grain exporters from another source, if one-half the enthusiastic reports of the assured results of the completion of the Nile dam be true. "Egypt will soon be the harvest field of Europe." The reporter might as well have added "and America" to that sentence.

VENTILATORS are appearing on more box cars, but it is not supposed they appear there for the purpose of preventing the deterioration of grain in transit. When the rail carriers provide good ventilators for every box car, corn shippers will not have to suspend business one or two months each fall.

ASSOCIATIONS like boards of trade and other commercial organizations have the clearly defined right to expel any member who refuses to abide by the rules

and regulations of the organizations. The rules are invariably adopted for the promotion of the objects of the association. Lack of power to enforce them would destroy the usefulness of the organization. The courts persistently hold to this view regardless of the frequent petitions from expelled members for relief.

WHO asked the Illinois Railroad and Warehouse Commission to establish a grain inspection department in East St. Louis? Why was it done? Were the politicians sorely in need of more jobs for their faithful henchmen? Surely the members of the grain trade interested in that market did not petition for the service.

SOUTHEASTERN buyers have not been delighted with the idea of meeting in Memphis for the purpose of providing means to improve the conditions of the grain trade of that district. Few have responded to the invitation. Those who aim to conduct their business honestly are heartily in favor of organization; they want relief from cutthroat competition. At present there is little prospect of an organization being formed.

RELEASING railroad company upon whose right of way you build an elevator from liability for damage caused by fires originating from sparks emitted by passing locomotives is not fair or reasonable. Some insurance companies refuse to issue a policy when they discover such clause in lease and others charge extra for it. Elevator men who are so fortunate as to own the ground upon which their houses stand are not burdened with this injustice.

BUFFALO Merchants Exchange, as is shown by our Buffalo letter, this number, has taken to posting firms who are not disposed to deal fairly with members of that body. Shippers or buyers who will neither arbitrate nor settle trade differences are likely to give the same refusal in every disputed deal in which they are interested, hence it is maintained that each member of the exchange is morally bound to post offenders so as to place brother members on their guard.

SEAL RECORDS may make greater demands on the time of grain inspectors at terminals, but such expense can be minimized by providing a heavy manilla envelope upon which to record the grade, etc., and within which to keep the original seal taken from the car. The seal will tell a more reliable story than ten record books could, and would have more weight as evidence in the collection of losses due to shortage. A vigilant system of tracing to detect stealing in transit will surely result in the more careful guarding of the shipper's grain while in the car. By recording the number of each seal on every car on the bill of lading, and having the

terminal grain inspector as well as the sealbreaker at the elevator keep the seals the terminal weighmaster is put in possession of evidence to help find cause of shortages.

"DULL" is the usual complaint at this season of the year, but then few grain dealers care to have their time monopolized with business at Christmas tide.

STEEL box cars, according to newspaper reports, are being ordered by many of the railroads. It is to be hoped that they will be so well made that it will not be a difficult matter to keep them in condition suitable for carrying grain without wastage.

NEW YEAR'S DAY will be a good time to turn over a new leaf, turn your back on the past and resolve to do business at a profit or not at all. Be generously fair with your competitors and you will be much better off and far happier.

"NEW CORN—Perishable Rush" cards have been used quite liberally on shipments of new corn this year, but no one has reported whether or not the cards effected prompter deliveries or prevented the corn from heating. What is your experience?

MISSISSIPPI grain buyers seem to be determined to earn a reputation for unfair dealing. The case cited in our Letters from the Trade, last number, is but a fair sample of what is to be expected by those who ship grain to buyers in that state. If shippers would refuse absolutely to do business with them except that money accompany order, a change would come over their methods, and shippers would be much better off.

IMPROVEMENT of crop reports no doubt is sought by the officials of the Agricultural Department, but they do not make that progress desired by the grain trade and the country at large. They are working to improve it extensively rather than intensively and the secretary announces in his annual report that crop reporting experts are now stationed abroad. Let us be certain the reports regarding home crops are reliable before venturing into foreign fields.

THE KANSAS Co-operative Association has unwittingly jumped into deep water by organizing what the chief promoter is pleased to call a line company, with a capital of \$200,000. Farmers have under favorable conditions succeeded in operating a single station profitably for a short time, but never, even for a short time, have they succeeded with the larger business. The Scandinavian elevator company of the northwest and several others

all bear evidence to what great wrecks are possible when the farmers attempt to handle a line of country elevators or a terminal house. The sooner they get the new venture started, the sooner will disaster overtake them in a business for which they are not schooled.

GUESSING on the weight of grain placed in a car can never be a very satisfactory nor a profitable way of conducting a grain shipping business, but then it is far ahead of the cheap-scale-better-than-none plan adopted by some shippers. The cheapest scale to install is often the most expensive in the long run. Buy scales which you can depend upon to do good work and then have them carefully tested at frequent intervals if you wish to be certain regarding the weight of grain.

SHORTAGES in shipments can hardly be settled by arbitration when both shipper and buyer present sworn statements that their weights on the grain are right. Where grain is sold subject to destination weights and grades, such weights must govern, whether the grain is weighed by the buyer or by disinterested public weigher. It would be much better if all weights and grades could be decided by disinterested parties, who are free from public prejudice, and where such are obtainable en route between buyer and seller, they should be sought.

INSURANCE on building and stock all the time is a necessary safeguard no conservative grain dealer would think of being without. None ever collect enough to cover entire loss by fire and none expect to recover for loss suffered by interruption to business. Holders of policies in mutual companies, who by studying the fire hazards of their risks prevent fires, not only escape the much dreaded interruption, but help to reduce the average cost of insurance in the mutual companies which he supports. Greater care by mutual policy-holders in keeping their property clean and the hazard low will always profit the workers.

AMBIGUITY in the wording of telegrams is responsible for many differences arising between buyers and sellers. That all of these differences could be easily avoided by the exercise of greater care on the part of senders everyone will admit, and yet they continue to make errors. It has not been long since we published the fac simile of an ambiguous telegram sent by an Iowa shipper which cost a Chicago track buyer several hundred dollars, and now comes to light a telegram intended to accept bid for five thousand bushels of corn, but was interpreted by buyer as meaning to sell forty-five thousand bushels. The arbitration committee of the Indiana Grain Dealers Association has de-

cided that both buyer and seller contributed to the error and hence should share the loss equally. The case, which is reviewed at length in this number, should serve to warn others who do not strive to attain clearness in their telegrams.

WISCONSIN politicians are seeking to make more soft berths for the faithful and trouble for the grain trade by the establishment of a state inspection department. At present the agitation only stands for a department at West Superior, but no doubt the bill will include Milwaukee before it passes the legislature. Two political inspection forces at the head of the lakes can not be expected to improve trade conditions, but they will make confusion and trouble for all who ship thru that market. If Wisconsin dealers were organized they might place a check on the attempted interference with the trade by the politicians. But they are not, so must put up with this as well as other trade burdens.

GRAIN SHIPPERS interested in Illinois grain inspection will be pleased to learn that a bill providing for an act to regulate the civil service of the state of Illinois has been carefully drafted by the Civil Service League and will be introduced at the coming session of the state legislature. The Legislative committees of the state and local grain dealers' associations will guard the interests of the grain trade and arouse the farmers to take an active part in securing the passage of the bill. Placing the state inspection departments under rigid civil service rules will relieve the chief inspectors from the domineering influence of politicians, who insist upon the appointment of their faithful henchmen to soft berths regardless of their knowledge of grain.

MINNEAPOLIS wants the Annual Meeting of the Grain Dealers National Association to be held in that city during the ten last days of June. No doubt the enterprising grain merchants of the Northwest would entertain the visitors royally. The dates could be selected so as not to interfere with state association meetings. It has been suggested quite frequently of late that only delegates and regular members be permitted to participate in the proceedings. Of course, all would be welcome to attend the different sessions. What is everybody's business is seldom attended properly. By making it the special duty of the delegates and regular members to attend the sessions and carry on the work, it is hoped to attain more satisfactory results.

DISTRIBUTION of cars among would-be shippers so as to give the greatest degree of satisfaction may be the aim of some station agents, but not of all. An elevator man whose elevator stood idle fourteen days, because no room remained

to store grain and no cars were given him, maintains, and rightly, that the station agent by giving eight cars to scoop shovel loaders did him a great injustice, as well as the many farmers who were kept from hauling grain to his elevator until the roads were impassable. The carrier's first duty is to the elevator operator. By supplying cars to him, an elevator is kept empty for the reception of grain from all comers, the rolling stock is kept active more of the time and more persons are given the advantage of railroad transportation.

"DESTINATION terms" is so very indefinite no shipper can afford to sell on them, unless it is also stipulated that the known terms of a terminal market shall govern. No shipper would consider for a minute the absurd proposition of settling for his grain on the basis of weights and grades of a backwoods flag station in northern Maine or southern Florida yet that is what "destination terms" virtually amounts to. When willing that the weights or grades of a terminal market shall govern the sale, explicitly state so and name the market. The experience of the Illinois shippers cited in "Asked and Answered" column of the last number of the Journal should serve to warn others against selling on these terms, which amounts to an acknowledgment of unreliable grades and weights at point of shipment.

IT HAS been said that the railroads are now in the hands of the financiers and they propose dividends shall be earned. The rank discriminations against interior points which have come to light since the new freight rates were put in force, suggests the opinion that they propose to earn good dividends on large volumes of water also, and shippers may expect to be taxed all they will stand. The freedom with which extra arbitraries have been distributed among the non-competitive interior points shows that they have a bountiful supply on hand. Grain dealers associations are already protesting and the Interstate Commerce Commission has started to investigate the new rates, but no relief is yet in sight. Too much greed on the part of carriers will surely result in rigid railroad regulation for the protection of the shipping public.

ADVANCES in freight rates are never announced save that the announcement is quickly followed by greater scarcity of cars than ever. This effort of carriers to rob shippers is more than aggravating to one who has sales to fill. Complaints have reached us that no cars were supplied stations for 15, 18 and 22 days. Such neglect is absolutely inexcusable. When carriers find it impossible to furnish cars within a reasonable time they should be required to pay demurrage to would-be shippers and to post prominently in stations notices to shippers of their inability to furnish cars, so as to place them on their guard. Carriers can not block business ten days for the purpose of obtaining high rates on more freight many times without arousing shippers to send a strong delegation to Congress with a demand for a reciprocal demurrage law.

THE VALUE of membership in the regular organized grain dealers' associations is again emphasized by the action of the buyers of McKinney, Texas, recited in "Letters from the Trade" this number. The buyers have had so much trouble with hot corn that they propose

to refuse to honor drafts of any but association members until the corn has arrived and been inspected. They conclude, and, no doubt properly, that the progressive grain shippers support the associations, hence are familiar with trade rules and customs. Were dealers in all parts of the country to take similar action, more shippers would be supporting associations, and fair consideration for the rights of the other man would govern in a larger percentage of grain transactions. We commend the action of the McKinney buyers to the consideration of dealers in all unorganized districts.

PUBLICITY for tricky buyers is recommended by one correspondent as a remedy for the Mississippi buyer who was shown by a Missouri shipper in our Asked and Answered column of Dec. 10 Journal to have refused as unmerchantable corn which had been inspected No. 2 in East St. Louis. Publicity is always a sure cure for dishonesty; for as soon as the tricksters are found out, no one will do business with them. A few may dare to sell them, but only on a wide margin. Publicity has driven several dishonest dealers out of the trade during recent years, prompted others to be more careful and no doubt will do so again if the injured ones will furnish ample evidence of the wrong done. By giving such evidence they surely do their fellow dealers a good turn and help to place the grain trade on a higher plane.

LARGE cars continue to embarrass shippers located on lines of road which refuse to heed the request of shippers for large and small cars. The small buyer at eastern and southeastern interior points seldom has capital or storage facilities to care for a large car of grain, hence is forced to buy from shippers located on roads which try to serve their patrons' interests. The carriers are set on increasing the capacity of cars in order that they may reduce the handling expense per hundred pounds, but it is not fair that they should insist on charging shipper for full capacity and insist on each car being loaded to its maximum. Shippers have some rights, although traffic managers may have come to the conclusion that they are not worth considering. The large cars were first used in through service and, no doubt, they are well suited to transporting large quantities of grain. But if the railroads persist in their present policy of forcing the use of large cars, their tyrannical action will force western shippers to give up the small interior trade.

THE LIABILITY of rail carriers for shortages in grain shipments will not be firmly established until shippers establish a reputation for more care in weighing and loading cars. When facilities and work at points of origin and unloading are above question carriers will be more willing to acknowledge grain leaked or was stolen in transit. Shippers can encourage carriers to guard cars if they will insist upon having all seal numbers recorded upon bills of lading, inspection certificates, by samplers and unloaders. With a complete record of the seals, stealing from cars can easily be detected and the blame for the shortage rightly placed. The thieves do not care who they steal from, so long as they get the grain. Carriers are not likely to be overjoyed at the opportunity to help furnish evidence of their carelessness, so it may be necessary for the shipper to record seal numbers on the billing. After

a start has been made it will be easier to induce others to record the numbers each time car is opened. With evidence from disinterested parties that car had been entered by an unauthorized person it would be a very easy matter to collect from the carrier for any shortage shown.

PROSPERITY has brought with it many get-rich-quick schemes to attract the inexperienced and unwary, and, naturally, many of these are started to help the farmer, who seems ever ready to believe the class to which he belongs down trodden and worthy the pity and assistance of every man who is ready and willing to point out a better way than the regular channels of trade, established through long years of experience. The farmer's willingness to give ear to any scheme which pretends to do away with the middleman has for many years proved his most expensive hobby. Any sane individual, who will stop to think over the matter, must know that if the country shipper was making anything near the large profits accredited to him by the farmer agitators and the farmer commission houses, he would thereby attract much outside competition. The country grain shipper performs a service which is absolutely necessary in the taking of grain from the producer to the consumer. He provides storage, cleaning and handling facilities at his own expense. He studies the markets and the individuals in the different centers to find out where he can sell grain brought to his house by farmers to the best advantage, and, naturally, competition will force him to give up to the farmer a portion of the profits of his knowledge of the best markets. Almost invariably farmers who have organized co-operative companies to conduct the grain business for themselves have lasted but a few years and the break-up always finds the stockholders poorer by at least the amount they invested in stock. That is, providing they erected an elevator, as they are frequently induced to do. Agitator James Butler, who goes around the country with his "Holier than thou" story, has a very thin scheme, which must rile thinking farmers, who stop to consider his proposition. Of course, he will start out with the bald statement that all regular grain dealers are thieves and that he and his corporation are honest. Granting that he is honest, Mr. Butler knows absolutely nothing regarding the grain business. Neither his experience nor his facilities fit him to handle the farmers' grain. If the farmers erected a local elevator and placed a man in charge of it they must maintain it at a permanent expense far in excess of the trifling profit the regular grain dealer would obtain on the grain bought from each of them. They never share in the losses of that grain dealer. If he gets into a fight with his competitor and pays 10 cents a bushel more than the grain is worth at his station, that is his loss, not the farmers'. Both the regular country shipper and the legitimate commission houses in the terminal markets must make a specialty of the business and study all possible opportunities to make a fair living. Yet charlatans, with incredible stories about large profits, solicit and obtain shipments from farmers or induce them to take stock in a local elevator company. Each year are organized many farmers elevator companies and each year about the same number are dissolved and go out of business; and, no doubt, the future will be a repetition of the past.

ASKED AND ANSWERED

BUYER SHOULD ACCEPT SHIPPER'S WEIGHTS AND GRADES.

Grain Dealers Journal: In reply to "Illinois Shippers" will say that on the distinct statements made we would say that the buyer is certainly under obligations to accept shipper's weights and grades. Any modification of the statement would possibly change our answer.—Bassett Grain Co., Indianapolis, Ind.

SHIPPERS' GRADES SHOULD GOVERN.

Grain Dealers Journal: Our opinion as to 2 cars of corn sold delivered, weights and grades at point of destination to govern, follows: As the parties this corn was sold to resold it and shipped to a point where there were no inspectors, the responsibilities of the seller ceased and the buyer was obliged under the conditions to accept the certificate of grades from point of shipment.—Chas. B. Morris & Co., New York.

BUYER WAIVED RIGHTS.

Grain Dealers Journal: Regarding the shipment of two cars of corn, would say that if the corn would grade No. 3 in any market and was sold destination weights and grade to govern; and if the market to which the corn was originally consigned possessed facilities to weigh and inspect the grain, and the consignee did not take advantage of those facilities, but reshipped to an outside point which did not have these facilities, then the consignee practically waived his rights in this respect and should accept the corn.—Carson, Craigh & Co., Detroit, Mich.

SHIPPERS TO BLAME.

Grain Dealers Journal: In regard to shipment of grain from East St. Louis to Mississippi points, will say that our business in that territory has been quite satisfactory and have no complaint to make of the inspection of our shipments.

We are inclined to think shippers are often at fault and the cause of a good deal of the trouble which we hear of. If shippers would look well after the quality of grain loaded and see to it that none but good, merchantable stuff is applied on their shipments, they would experience very little trouble. There are, of course, exceptions to the general rule, but in the main we find very little difficulty on shipments of good grain.—Bartlett, Kuhn & Co., Evansville, Ind.

RECOMMENDS PUBLICITY FOR TRICKY BUYERS.

Grain Dealers Journal: Replying to query in your issue of December 10 relative to rejection of car of No. 2 corn by a Mississippi buyer, will say: In our experience we have had very little trouble with Mississippi dealers on account of grade and we do not agree with the party who filed the general complaint against Southern dealers. There are quite a number of dealers in the South, the same as there are in other sections, whose methods of business are very unsatisfactory and they should not be sold on any terms. This applies to some firms with good credit rating as well as to the weaker concerns.

We believe the only method that can be adopted to improve the trade in that section is to be very particular to whom sales are made. We find one of the greatest

evils is in the grain dealers and millers selling to brokers. We do not consider a broker who buys for his own account as a legitimate broker; he should not be sold allowing commission; and should be as carefully investigated as any other customer.

Your Missouri correspondent seems, however, to have a very good case and one in which an injustice has been done him. His remedy at law would be expensive and the result doubtful. We think in justice to the trade that he should publish the name of the consignee with all correspondence. Publicity of these transactions will do more toward weeding out irresponsible dealers than any action that can be taken by an association.—Yours truly, Redman-Magee Co., Cairo, Ill.

MUST PROVE YELLOW CORN WAS SHIPPED.

Grain Dealers Journal: In regard to the two cars of good Yellow Ear Corn. This seems to be a question of color rather than of condition and it looks to us as though the party bought Yellow corn and got Mixed, as the shipper says that the corn would grade No. 3, which is a Mixed Corn, and yet he admits that he sold two cars of good Yellow Corn. If the shipper could furnish a certificate of Yellow Corn we think the buyer would have to take that as final. As he could not, it seems to be a question of veracity between the shipper who claims to have shipped Yellow Corn and the receiver who claims to have received Mixed Corn. We think that if the shipper could prove that the corn was actually Yellow Corn, the buyer would be obliged to take it, but not otherwise.—A. P. Aldrich & Sons, Boston, Mass.

SELLING "DESTINATION TERMS" SHOULD BE STOPPED.

Grain Dealers Journal: Our opinion on the proposition of an Illinois dealer selling two cars of corn to a track buyer, agreeing to take destination weights and grade is as follows:

In the first place, we think any shipper that would sell on destination terms is entitled to and should get the worst punishment possible, as we believe this destination terms bidding should be stopped, and it can only be stopped by the shippers refusing to sell to anyone that does not state the market which the grain is to go. We certainly do not think the shipper should accept the terms under any circumstances when his grain was shipped to a place that did not have a railroad agent, and the track buyer should be responsible to him for the price and should give him the inspection and weights from the first public market that this corn went to.—F. M. Murphy & Co., Indianapolis, Ind.

FAILURE TO SHIP.

Grain Dealers Journal: I sold one car of corn for November, but on account of the condition that corn is in this fall I could not ship. I conclude I should pay the difference between the November price and the present price, which is 6¼ cents, my track. Would this be law, and custom, and just?—Ohio.

Grain Dealers Journal: We think if the seller pays 6¼ cents per bushel to the buyer, that he will have fulfilled his duty. Custom requires settlement to be made at the difference in values, and we believe that 6¼ cents in this case would cover the difference.—J. W. Smith & Co., Pittsburg, Pa.

LIABLE FOR BUYER'S LOSS.

Grain Dealers Journal: In reply to Ohioan's query, will say that in our opinion the shipper of this grain would be liable for any damage that the buyer might suffer in consequence of nonfulfillment of the contract to ship the car in November, and the price would depend entirely at what the wheat could be bought in at in Buffalo at the time mentioned.—Whitney & Gibson, Buffalo, N. Y.

RECOMMENDS ARBITRATION WHERE CANCELLATION PENALTY IS NOT PROVIDED.

Grain Dealers Journal: Among the queries in the Grain Dealers Journal for December 10 is one from an Ohio shipper who is anxious to learn what is customary in settling differences on a car of grain contracted f. o. b. his track, if he fails to load grain.

It seems to me that the possibility of inability to ship or to fulfill terms of purchase or sale should always be considered at inception of a transaction, and a cancellation penalty provided whenever possible. In the absence of this, a qualified board of arbitration should be appealed to and the case tried on evidence submitted.

In a friendly spirit such questions could be mutually adjusted by private arbitration at any point, particularly at the point or place where the seller's responsibility was to cease and the buyer's was to begin, but in the absence of a spirit of friendliness it seems to me that the buyer who is the aggrieved party can sue and establish his claim according to law wherever circumstances seem to favor him best. We would add, however, that upon your statement of the case the seller and buyer not to be unreasonable had better get together, especially the buyer.—Franklin Edson, Jr., New York.

RECISSION OF SALE.

Grain Dealers Journal: A car of grain is shipped, received by buyer, and is inspected up to grade. The buyer reports it sold and sends confirmation.

Ten days later the buyer writes that the railroad company failed to place the car, and that he will have to sell the car over again. In the meantime there is a decline in the market. Must the shipper stand the loss?—The Shipper.

MEANING OF "IMMEDIATE SHIPMENT"?

Grain Dealers Journal: A misunderstanding has arisen between ourselves and another party regarding the words "immediate shipment, and ship immediately."

The order read "Ship immediately 2 cars of old white corn at 52¼ cents delivered, confirm." The confirmation of this telegram reads "We have booked two cars; sell few more same price." The letter of confirmation reads as follows: "We have your telegram instructing us to ship immediately 2 cars of strictly old white corn at 52¼ cents, and we have just wired you confirming the order. We will see that the 2 cars are gotten forward immediately."

How could anyone fairly misconstrue these terms to mean quick shipment which means 5 days shipment; or prompt shipment which means 10 days shipment; or "as soon as we can get cars"?

We have endeavored to explain to our party, and draw him a map of these terms; and we are now in receipt of a letter from him stating that the Grain Dealers Association would not under existing circumstances consider a contract of

this kind, "only as soon as they could get cars."

We would like to have the opinion of other members of the trade.—Interior Buyers.

FAILURE TO SHIP.

Grain Dealers Journal: In answer to Ohioan's question I would suggest to him that the legal basis of settlement only requires him to offer the difference between contract price over the market price at place of delivery on the last day of November, which, I understand, was the last date of performance of contract.—Ira M. Allen, 409 Home Ins. bldg., Chicago, Ill.

An Arbitrated Case.

On Wednesday evening, December 17, the arbitration committee of the Indiana Grain Dealers Association, consisting of A. E. Reynolds, Geo. H. Hoopes and E. H. Wolcott, acting in place of W. T. McCray, heard the case of Rich & Harrington vs. John R. Gray & Co., the facts in this case being as follows:

On Nov. 6 John R. Gray & Co. mailed Rich & Harrington card bid, in part saying: "New corn, December shipment, 40c."

Nov. 7 the following telegram was received by John R. Gray & Co. from Rich & Harrington: "Accept forty-five thousand new corn track Remington, December shipment." John R. Gray & Co. wired this order in to their eastern house and sent the following telegram of confirmation: "Confirm forty-five thousand for December shipment; thanks; advise if more."

To which Rich & Harrington replied as follows: "Our acceptance was forty for five thousand instead of forty-five thousand."

Gray & Co. immediately wired, "Your message read forty-five thousand and confirmed east."

The contention or difference in this case for the committee to decide was whether Rich & Harrington actually sold five thousand or forty-five thousand. After looking over all the papers and hearing both parties to the case give personal testimony, the arbitration committee decided as follows:

We, the arbitration committee of the Indiana Grain Dealers Association, consisting of A. E. Reynolds, Geo. R. Hoopes and E. H. Wolcott, find as follows: That under all the conditions it was very easy for John R. Gray & Co. to understand the telegram received as meaning 45,000 bushels new corn. However, when the error was called to their attention by Rich & Harrington, we find by the evidence that there was no attempt made by the said John R. Gray & Co. to release Rich & Harrington from the amount in controversy; also that the said John R. Gray & Co. made no attempt to cancel this sale with their eastern house by paying the market difference, and therefore making the actual loss to Gray & Co. the matter that should be arbitrated.

We recognize that there is a moral responsibility between the buyer to protect the seller in all matters of controversy, and that by failure on the part of John R. Gray & Co. to do this, they are at fault. On the other hand, the wording of the first telegram sent by Rich & Harrington was vague in its construction, and should have been more explicit. In considering this telegram in a technical way we must consider that Rich & Harrington accepted something. They could not accept 45,000 bushels of new corn for the reason that

the evidence presented did not show that John R. Gray & Co. offered them 45,000 bushels new corn. Rich & Harrington's first word in the telegram being accept, the logical question is, what did they accept? The committee decided that they accepted the 40c offered by John R. Gray & Co. for December shipment of new corn.

With this matter decided then the telegram is plain that they accepted 40c for 5,000 bushels of new corn; therefore, we, the arbitrating committee, award John R. Gray & Co., as a compromise on account of obscure wording in acceptance of Rich & Harrington and from the fact that Gray sold in good faith 45,000 bushels corn on receipt of said message, 20,000 bushels of the corn in dispute, and insist on Rich & Harrington shipping said corn; also we award Rich & Harrington a cancellation of 20,000 bushels new corn, and insist on John R. Gray & Co. cancelling 20,000 bushels.

(Signed) A. E. REYNOLDS,
GEO. R. HOOPES,
E. H. WOLCOTT,
Committee.

The committee was duly sworn and attested to by

(Signed) S. B. SAMPSON,
Clerk of Arbitrating Committee.

First Meeting of the Grain Dealers Mutual Fire.

The first meeting of the Grain Dealers National Mutual Fire Insurance Co., which was held in Indianapolis Dec. 23, was a success in every respect, and dealers who applied for insurance will have it dating from yesterday.

The officers elected were as follows: President, H. N. Knight, Monticello, Ill.; Vice-President, J. W. McCord, Columbus, O.; Treasurer, W. F. C. Galt, Indianapolis; Secretary, C. A. McCotter, Indianapolis.

Executive Committee: A. E. Reynolds, J. W. McCord and J. W. Sale.

Directors: C. A. McCotter, Indianapolis; J. W. McCord, Columbus, O.; H. S. Grimes, Portsmouth, O.; J. W. Sale, Bluffton, Ind.; T. A. Morrison, Kokomo, Ind.; A. E. Reynolds, Crawfordsville, Ind.; T. P. Baxter, Taylorville, Ill.; H. N. Knight, Monticello, Ill., and Charles S. Clark, Chicago, Ill.

U. S. Senator Fairbanks will address the annual meeting of the Indiana Grain Dealers Association.

Large quantities of beans are said to have been imported from Europe upon which the duty of 40 cents per bushel has been evaded by declaring the beans to be for seeding.

A Special Legislative Committee of the Indiana Grain Dealers Association met in Secretary Sampson's office, Indianapolis, Dec. 22 and started a movement in favor of the Elkins bill now pending before Congress. The following morning the committee called on Senator Beveridge in the interests of the bill.

The calendar crop promises to be larger than usual. Dumont, Roberts & McCloud Co., Decatur, Ill., favor us with one decorated with a steel engraving of the famous painting "Bred in the Purple" by Morris. Geidel & Dickson, Pittsburg, send one ornamented with a colored reproduction of an oil painting entitled "Haying Time." A. C. Curry & Co., Chicago, send a calendar bearing a photograph of "Flowers in the Wheat."

LETTERS FROM THE TRADE

WILL NOT PAY DRAFTS OF NON-MEMBERS.

Grain Dealers Journal: We see a few items in the Journal concerning heated corn and corn chops, and would say that we as well as the balance of the McKinney shippers have had a great deal of trouble and loss in this respect this season, so much so, that we have passed resolutions in the Exchange, that we will pay no more drafts until arrival and inspection of goods.

We find it almost invariable that the parties we bought of refuse to make good our losses, claiming that the corn was in good condition when shipped. Any grain man would know that this could not be the case, otherwise chops, nor corn would not heat in transit in a short time of 15 or 20 days.

We are willing, however, to make an exception, as regards the payment of drafts of all members of the various grain dealers' associations, as we believe any difference we might raise can be adjusted by arbitration, and we think that would be a good plan for all shippers to join us in this move and make it a custom that we will not pay drafts until arrival and inspection of goods at destination, excepting those who are members of such organizations.—Felton Bros., McKinney, Tex.

DISCRIMINATION AGAINST INTERIOR SHIPPERS.

Grain Dealers Journal: The rates of freight were advanced on December 8th from all points in this territory to the seaboard. For the past ten or twelve years we have always been on the same basis as Chicago. Chicago, as you know, is a 100 per cent point, and we have always enjoyed the same benefits that Chicago received, so far as the open tariff is concerned. The change on December 8th, however, places us 2c per cwt. higher than Chicago. This is true of the Effner branch of the Pennsylvania, also true of the Big Four as far north as Aroma. I understand the latter place is on the basis of 16½c to Baltimore, while Kankakee, four miles north of there, is 14½c. We also understand that Logansport takes the same rate as Chicago. All the rates given above are for export business.

We consider this discrimination is unjust, as we should not take any higher rate of freight than Chicago, being some fifty miles nearer the seaboard than that city. It appears to us they are charging more for a short haul than for a long haul. There is considerable indignation among the dealers along this line of road, also along the line of the Big Four, and we are going to take the matter before the Interstate Commerce Commission. I may have some more to write you about this a little later, but the above is about the situation at this time.—Pan Handle Shipper.

Corn exports are beginning to mend.

The overbidder who goes into the street usually makes a spectacle of himself, accordingly it is easy to see thru him.

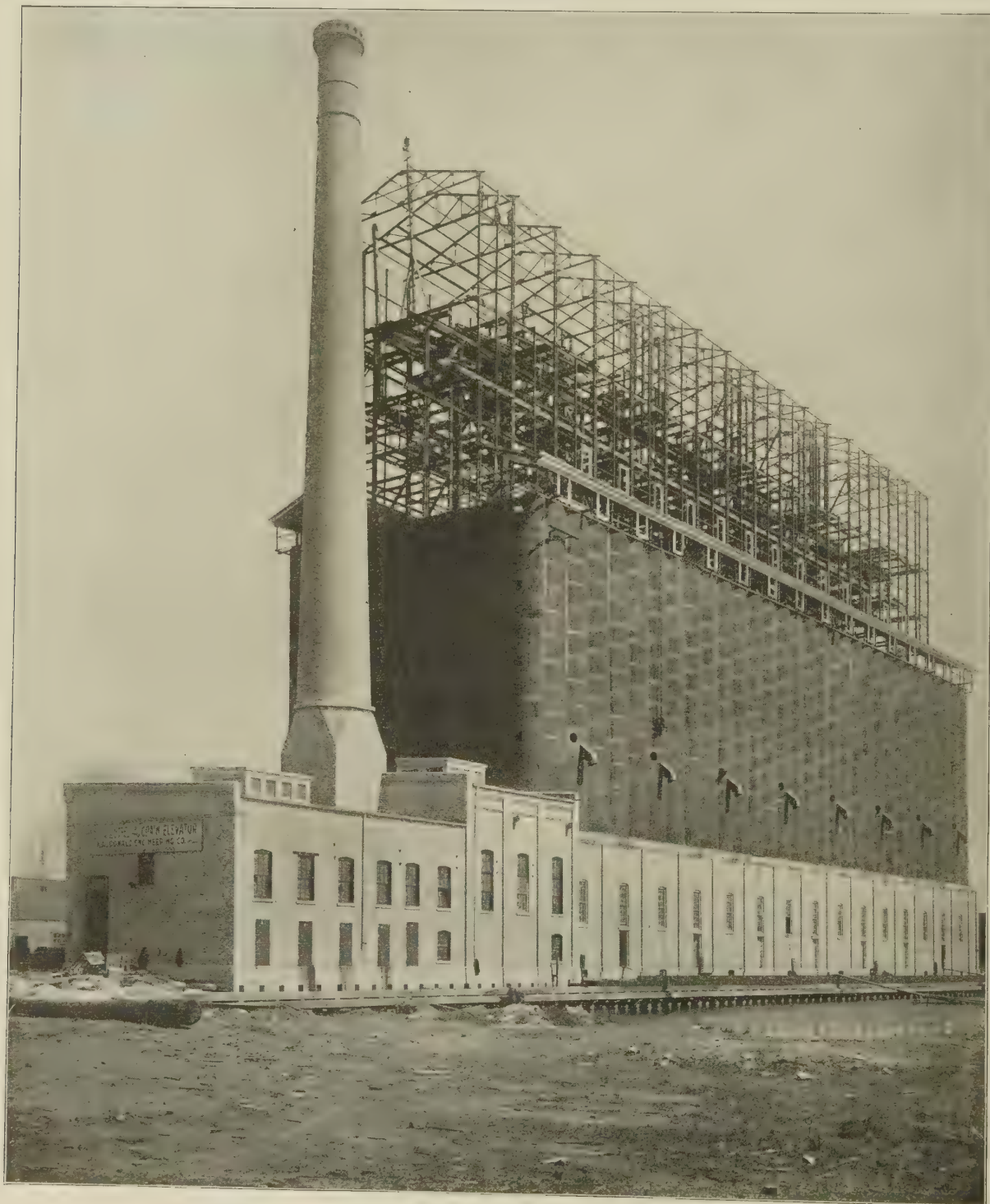
Large placards bearing "NEW CORN—PERISHABLE, RUSH. Initial..... Number..... Loaded at..... On..... 100—" are being used by members of the Iowa Grain Dealers Association on the M. & St. L. R. R.

The New Rialto Elevator at Chicago.

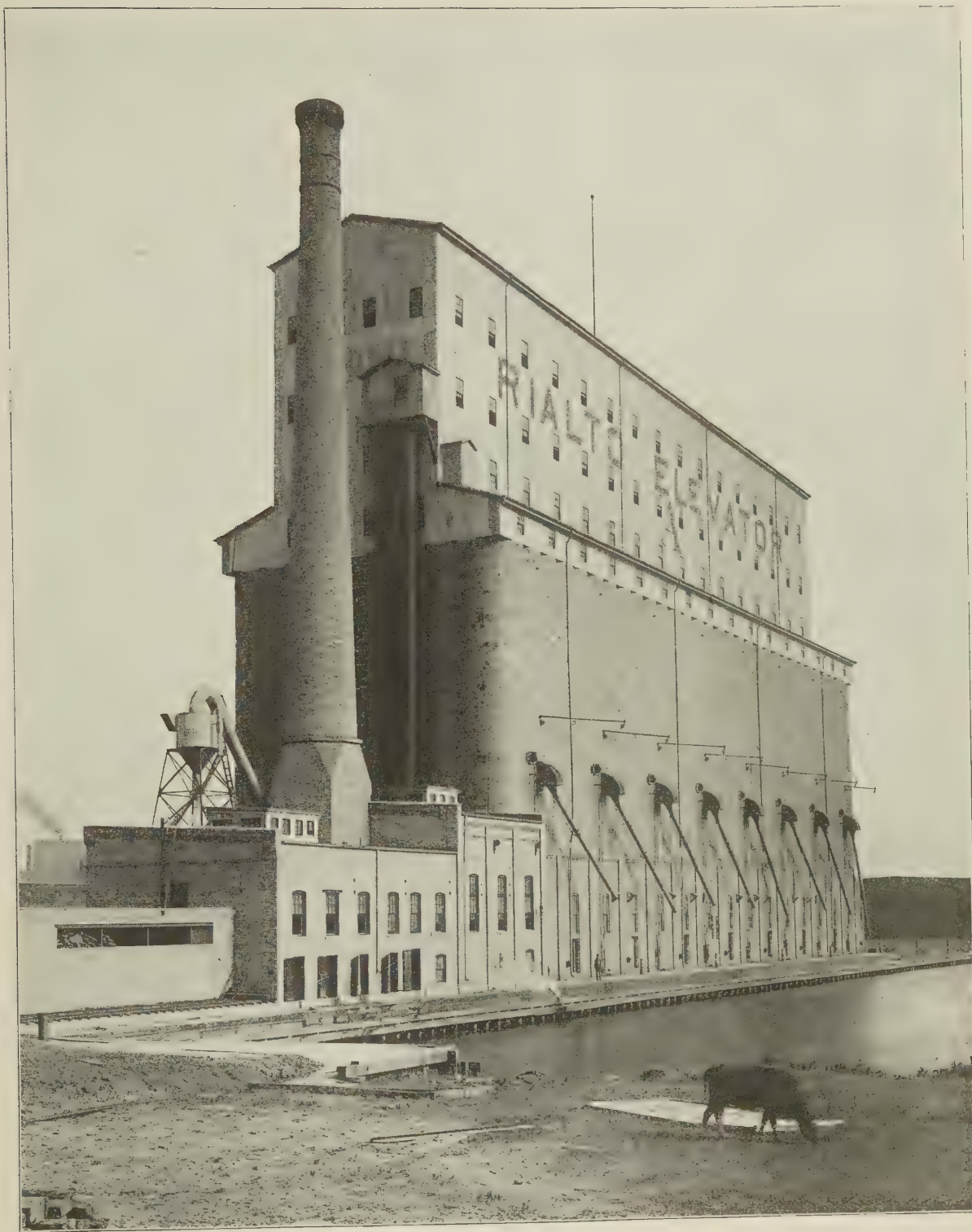
Nearly two years ago the Nye-Jenks Grain Co., Chicago, whose business as grain merchants and shippers had developed to large proportions, decided their interests could be best served by the erection of a first-class fire-proof grain elevator in Chicago. Realizing that the day of the old style combustible building for grain storage was past, or rapidly passing, a special investigation of the subject was instituted to see what had been or could be done to meet the requirements of the new situation.

Mr. B. L. Simmons, the general superintendent of the company, was commissioned to investigate and report on the most feasible plan for a rapid handling, economical and perfectly fire-proof building of one million bushels' capacity. Mr. Simmons has been with the Nye-Jenks Grain Co. for many years, and in fact has grown up from boyhood in the practical operation of grain elevators and the handling and treatment of grain. He now has the general management of the grain handling business of his firm in everything that pertains to the operation of the elevators—both in the United States and Canada. With such a store of practical experience, all gained at first-

hand, he was specially fitted to dissect and analyze the various plans submitted and suggested for the contemplated plant. After an extended trip of several months, reaching from the Atlantic on the East to the Mississippi River on the West, in which nearly all of the modern elevators had been visited and examined, it was found that while substantial progress had been made all along the line of fire-proof elevator construction there had not yet been constructed all of fire-proof materials a grain elevator that would correspond in its operating functions to the best example of railway terminal elevators as constructed in wood. Several good examples of composite con-



The Rialto Elevator, South Chicago, Ill., in Course of Construction.



Macdonald Engineering Co., Engineers and Contractors.
THE RIALTO ELEVATOR, CHICAGO.

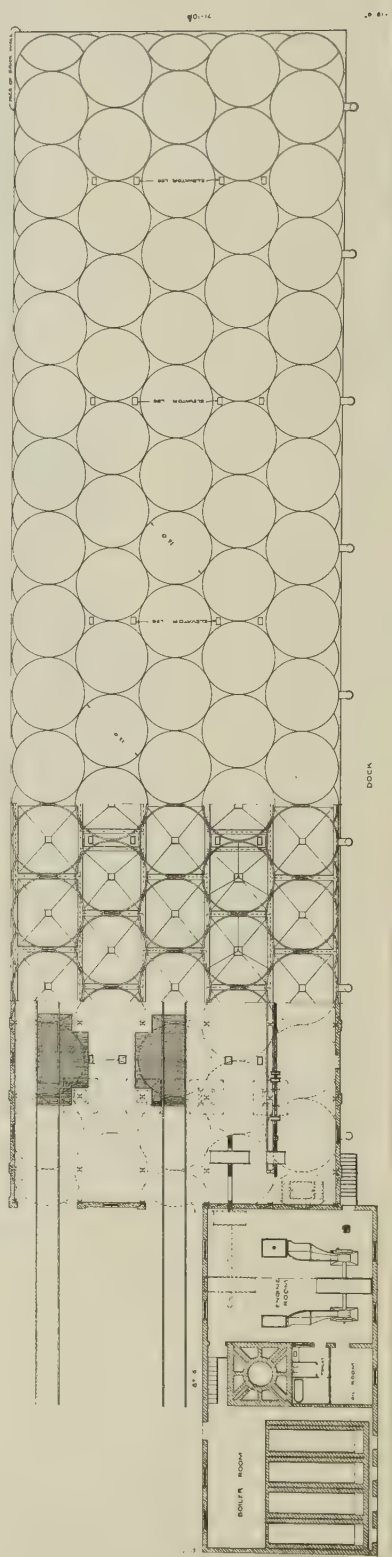
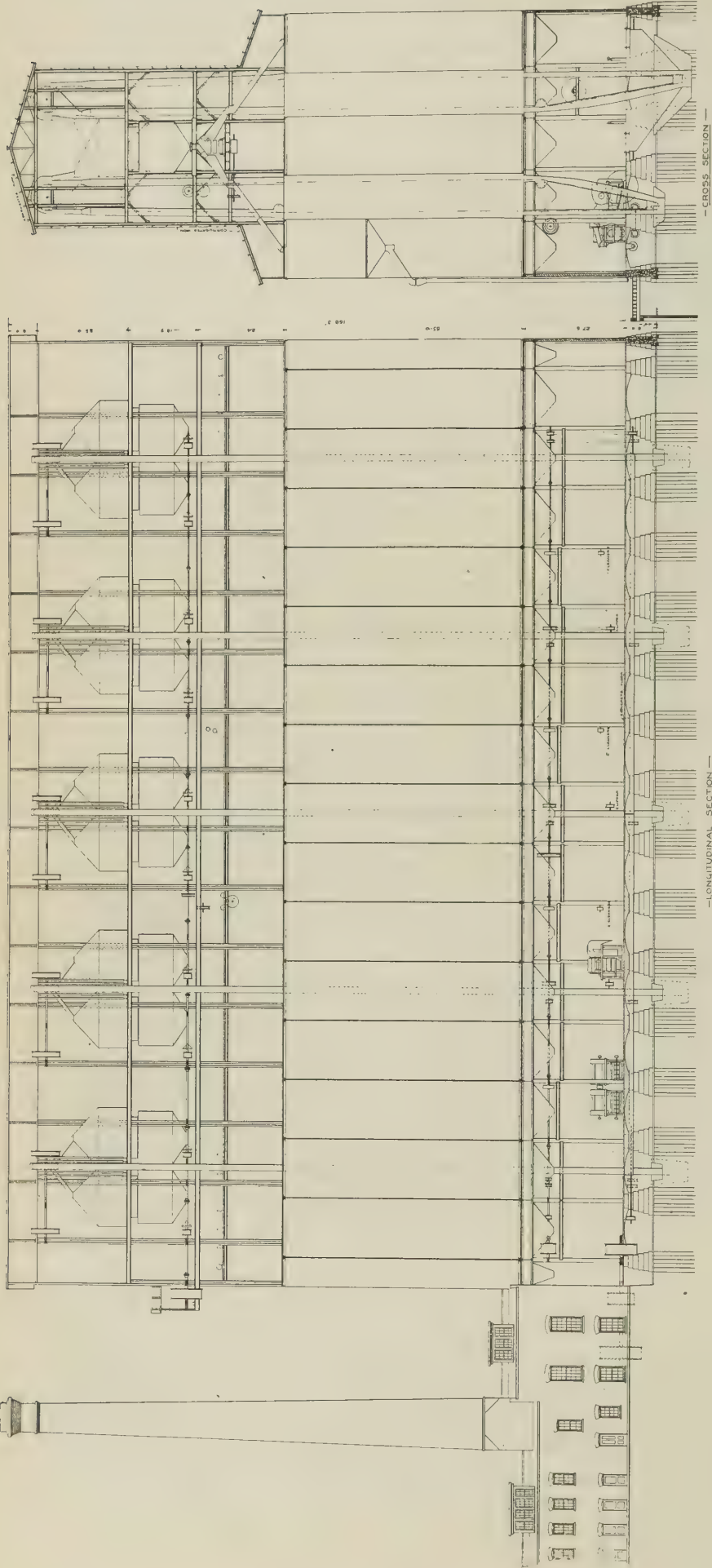
struction in which wood and steel were combined for fire-proofing purposes were found, but these would not fill the bill. The demands of the situation were such that the contemplated plant should be non-combustible, in all its parts, and should have incorporated into its operating functions all of the best features that have been developed in the art of modern elevator building.

The Macdonald Engineering Co. had at this time several examples of its style of steel bin construction in service, which seemed to meet the requirements of the storage part of the proposed plant. After a careful scrutiny of its merits, it was

decided to adopt it and award the contract for the plans and building to that company. We present herewith views of the building, which has now been in operation for several months. It will be observed by the views and plan that the general arrangement of the whole plant is a close imitation in steel of the best examples of railroad terminal elevators as heretofore constructed in wood.

The bins are elevated so as to admit two trains of cars through the building on the first floor, and they are surmounted by a steel cupola in which the elevating, distributing and weighing machinery is located. A distinctive feature of this

elevator, as compared with its prototype in wood, is in the arrangement of the scales and operating floor of the cupola. Ordinarily the cupola of the wood elevator is divided into four or five separate stories in height, each story having a floor over the entire area of the cupola with stairs giving access to each. In the Rialto Elevator there are no floors in the cupola above the bin floor. The beams of the 10 Fairbanks Hopper Scales shown in our illustration, are located on the bin floor, and all operations in receiving or shipping the grain are directed from this point. This feature is greatly appreciated by elevator men in the



Plan, Longitudinal and Cross Sections of the New Rialto Steel Elevator at South Chicago, Ill.

relief afforded in climbing stairs and the convenience it offers in controlling the direction of the grain to all parts of the house on the same floor where the weighing is done. The floor area to be kept free from dust is also reduced to a minimum, and the diffusion of light and air from the cupola windows is practically unobstructed.

The foundation is built of concrete arranged in piers and supported on piles driven in clusters corresponding to the spacing of the columns in the first story. The space between the piers below the first floor forms a roomy basement giving convenient access to the elevator tanks, boots and conveyors. The first floor of the elevator is of concrete built in at the track grade, and is supported on groined arches constructed between the tops of the foundation piers.

On the first floor are located eight No. 9 double receiving Invincible Separators, working in pairs, and five No. 9 Invincible Oat Clippers. Each of these machines is built entirely of steel. It is very unusual to see such powerful high speed machines standing on their own frames without exterior bracing or supports, working to full capacity without vibration. The cleaning machines are all connected to a complete system of Day Dust Collectors which also carries the pneumatic dust sweepers, by which the elevator dust is collected and burned under the boilers.

The steel columns of the first story carry the bins at an elevation of 20 ft. above the track grade, and are enclosed on the outside by a brick wall 12" thick. It will be noted by the interior view of the first story that the hopper bin bottoms are rectangular in shape, while the bin construction is cylindrical. This change of form is explained by the fact that while the girders carrying the bin story run longitudinally and transversally of the building forming rectangular openings, they are arranged so that they are placed under the intersection of the bin walls with each other, and the space between them forms a square equal to the diameter of the bins. The hoppers are attached to the under side of the girders and partake of their rectangular shape, while the cylindrical bins rest at the upper face. The space enclosed by the girders, which is three feet deep, thus forms part of the storage bins.

In the Macdonald system of steel bin construction shown on the plan herewith, the triangular interspaces and outside pockets between the main cylinders are all used for storage and are incorporated with the cylindrical bins so that one pocket becomes a part of the storage of each cylinder by means of openings in the walls between them, through which the grain flows from one to the other, as it is being filled in or drawn out. The cylinders are 16 ft. in diameter and 70 ft. deep. One row of cylinders located over the cleaning machines are each divided radially into three equal and independent bins holding about 4,000 bushels each.

There are eight shipping bins for loading grain to vessels. The bottoms of these bins are formed by large steel conical hoppers, located in the main cylinders above, and connected to the vessel spouts; the space below the shipping bins being filled by separate spouts from the bin floor. There are ten elevator legs, each having an elevating capacity of 16,000 bushels per hour. They are arranged in two lines—five in each line, and spaced 48 ft. centers. They are located

so that the bucket belts pass through the bins utilizing for each elevator leg two of the triangular interspaces, in which case they are abandoned for storage. Above and below the bins the leg tubes are of steel. Each elevator leg reaches to the top of the cupola and discharges into two garnerers of 2,000 bushels' capacity each; the direction of the grain from one to the other being controlled by switch valves.

There are ten scale hoppers, each holding 1,600 bushels, with a weighing capacity of 84,000 lbs., and like the garnerers above them, are of steel, cylindrical in shape. A unique feature of the weighing mechanism is noted in the valves which admit the grain from the garnerers to the scale hoppers. These were built specially to give a large opening, so that the garnerers could be emptied quickly. The problem of operating quickly and easily

to the machinery. The scales are located in a line down the center of the building, and immediately under them a reversible transfer belt conveyor is located by which grain may be taken from any scale and delivered to any bin in the house. The scale spouts, and tripper spouts on the conveyor, discharge into a system of telescope trolley spouts arranged in two lines, one on each side of the house, the swinging of which is such that all the bins are reached by one or more of these trolley spouts.

The spout openings through the concrete bin floor consist of cast-iron rings 18" in diameter, built into the concrete during the construction, and each covered with a cast-iron cap flush with the bin floor. The frame work of the cupola, including all roof trusses and machinery supports is of steel. The columns supporting the cupola extend down through



A View of the Scale Floor, Rialto Elevator, Chicago.

by hand, of a large valve loaded with grain, which would release 2,000 bushels in one minute presented some difficulties which had not so far been solved by elevator builders. The contractors therefore designed and had built a cast-iron register valve 6 ft. in diameter, with six radial openings, and having the valve suspended on a center pivot on ball bearings. The operating mechanism consisted of a vertical shaft resting on the bin floor convenient to the scale beams and extending past the scale hoppers to the garner above. A bell crank and connecting rod unite the shaft with the periphery of the valve. A short lever on the shaft, convenient to the weighman, gives him perfect and easy control. The shaft rotates about $\frac{1}{4}$ of a revolution to open or close the valve, and carries a signal which indicates "open" or "closed," according to its position. The scale valves are also operated by convenient mechanism from the weighman's position on the bin floor.

Concrete runways and walks with steel stairs and ladders reaching to each are erected in the upper parts of the cupola, wherever it is necessary to give access

to the bin work and rest on the girders under the bin structure. The roofs and walls above the bins are enclosed with galvanized corrugated iron secured to the steel frame work. With the single exception of the window sash, no combustible materials of any kind are used in the building, not even excepting the furniture and lockers in the operating offices.

As an additional precaution against a possible chance of exterior hazardous exposure, the outside walls of the bin work above the brick enclosure are covered with 4-inch hollow tile, specially moulded, to follow and be attached to the curvature of the bin walls. It is claimed that in case of a dust explosion—the only remaining chance for damage by fire,—that it could simply remove some of the corrugated iron and the damage would cease. It may be said that the fight against fire has been made in this case before it happened. When there was nothing left in the building to burn the insurance men said, "you would have wooden cars inside to unload and they might burn," and to head this off a large fire pump is located in the boiler room with an 8" header pipe running through the building par-

allel and adjacent to the tracks with five branch hose connections and 50 ft. of 2½" hose for each. No cars are allowed to remain in the building when not in operation, and the precautionary measures in this line seem adequate.

The power house and coal storage is located on the West end of the building, and contains an Atlas Compound Condensing engine, 1,000 h. p., and four return tubular boilers 72" in diameter, 18 ft. long. The power is transmitted by rope from the engines to a jack shaft, which extends into the elevator building. The transmission machinery throughout the building was furnished by the Webster Mfg. Co., Chicago. The main rope transmission from the jack shaft to the cupola is carried up through steel tubes from the roof of the power house, and outside of the main building to the end of the line shaft into cupola. All the principal drives throughout the building are rope. The drive sheaves are fitted with friction clutches attached to sleeves or quills, which pass through the sheaves and are carried on bearings independent of the shaft bearings, so that the strain of the ropes when standing idle is not transmitted to the shaft revolving in same.

The time consumed in the erection of the plant, including the making of the plans, was eighteen months. This gave sufficient opportunity to finish the job complete in every detail before putting it into service. Everything that could contribute to the economy and convenience of operation was carefully thought out, and incorporated in the construction. The lighting system was installed by the Western Electric Co., with all wiring carried in loricated tubing. A telephone system connects the different parts of the building to the operating offices, and with each other. A passenger elevator and iron stairway gives access to the cupola from the ground floor.

Loading spouts for cars are erected to load on the outside track, adjacent to the building which is sheltered under an awning roof of steel, attached to the brick work on the side of the building. All of the interior steel work, both above and below the bins, is painted white, which is very effective in diffusing the light. The dock is substantially built and paved with concrete, the mooring posts being covered with 12" steam pipe. The foreman and weighman's offices are built with tile and furnished with steel furniture. A workshop and storehouse adjacent to the elevator is also built of fireproof materials. The coal room, which holds 200 tons of coal, is substantially built of brick with floors and roof of concrete and tile.

There was used in the construction of this elevator two thousand piles, two thousand yards of concrete, one million brick, and four thousand tons of steel. The net cost of the building from the lowest point of the piling to the ornament on the flag pole was \$500,000.

Flaxseed statistics will be fully reported in December by the statistical branch of the Department of Agriculture.

To avoid bursting, the water jacket of gasoline engines should always be drained after shutting down, in cold weather.

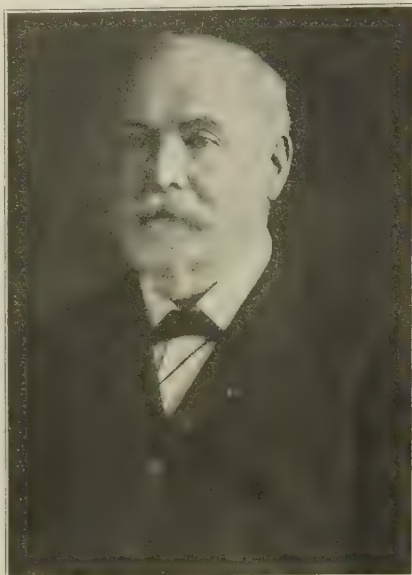
"A Harvest Maid" casts coy glances at all favored with the 1903 calendar of Wayland-Wright Grain Co., Kansas City.

Seed rice will be the exclusive product of the Oriental Seed Rice Farm Co., of Orange, Tex., which has purchased 4,000 acres.

S. H. Stevens, Deceased.

Sylvanus Harlow Stevens, Chief Inspector of Flaxseed for the Chicago Board of Trade, died at Chicago December 19th from Bright's disease, aged 76 years.

Mr. Stevens was born in 1826 at Livermore Falls, Me. In 1843 his parents moved to Quincy, Ill. While living here he first showed an interest in public matters and at an early age was chosen deputy sheriff of Adams county. Mr. Stevens was married in 1852 and in 1854 moved to Chicago, where he continued to earn for him-



S. H. Stevens. Deceased.

self a reputation as a man of incorruptible public spirit and executive ability.

On his arrival at Chicago he engaged in the grain commission business. In 1858 when the Board of Trade took charge of the grain inspection in earnest he was called upon to accept the position of Chief Grain Inspector.

Mr. Stevens' predecessor had but one helper and no office. He took no samples, issued no certificates and inspected but a small per cent of the receipts. When Mr. Stevens took hold there were no rules to guide the inspector. But soon the board of directors improved and changed the rules describing the grades and he soon had two office men, four inspectors and four helpers at work. He was given a salary of \$2,000 a year, and allowed to employ his help without dictation. His charges were 10 cents per car and 20 cents per thousand bushels on grain in boats and vessels. Even with this small charge he was able to turn over to the Board quite a large sum of money.

Mr. Stevens' position was not exactly an enviable one, for he had to overcome the prejudice of the elevator men and the trade's educated desire for lax and lenient grading, but he persevered and by degrees the demand for public inspection became so great that the elevator men were forced to have all grain inspected by public inspectors.

A number of appliances were invented by Mr. Stevens for facilitating the work of inspecting grain. He made the first reports of grain inspected in by grades and railroads. These were posted on 'Change. The tabular form of these reports is still followed by the state inspection department.

When the war broke out Mr. Stevens

recruited the Chicago Board of Trade Battery of Light Artillery and went to the front as its lieutenant. In 1864 he was appointed acting assistant quartermaster with headquarters at Nashville, Tenn. Later he was chosen colonel of the Sixth Regiment of quartermasters' forces with the Third Brigade and was with his regiment in line of battle at Nashville Dec. 15 and 16, 1864.

Shortly after the war Mr. Stevens went to Humboldt, Kan.; was thrice elected mayor of that city and during 1875 and 1876 was a member of the state legislature. There he distinguished himself by the introduction and championship of just laws reverting a vast amount of railroad land to the government to be re-entered only under the provisions of the homestead law.

In 1882 the Chicago Board of Trade offered Mr. Stevens the position of chief inspector of flaxseed. He accepted the office, which was unsolicited and unexpected, came to Chicago and held it continuously until his death.

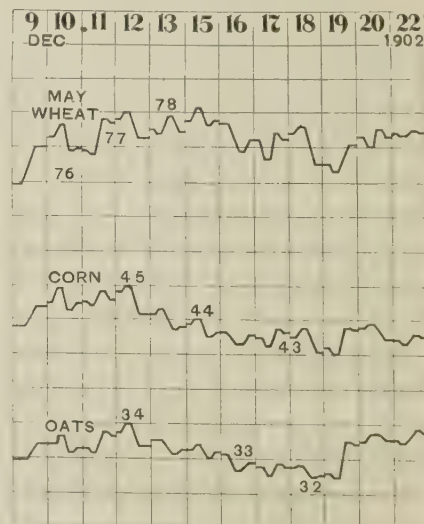
When he took hold of this department he found no rules, no precedent to guide him in the work of inspecting the seed. The inspection of grain is not positive. Rules are provided stating what shall constitute the grades, but no rules tell how the conclusion shall be arrived at.

It was the aim of Mr. Stevens from the time of his initiation into office to eliminate as far as possible all conjecture as to the grade of seed, and to substitute only the known and positive. This method has proven very successful. During the 20 years in which Mr. Stevens has held the office of flaxseed inspector the department has given entire satisfaction, and very seldom has there been cause for complaint. He invented scales, sieves and triers to reduce the grading of flaxseed to an exact science.

Mr. Stevens was a member of the Illinois Commandery of the Loyal Legion and of the George H. Thomas Post, G. A. R. He was a man who was well liked and respected by all who were favored with his acquaintance. Mrs. Stevens, two sons and two daughters survive him.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Dec. 23, are given on the chart herewith:



A Dinner to Board of Trade Weighers.

An enjoyable affair in which the grain trade of the country is interested, was the dinner given by Weighmaster H. A. Foss of the Chicago Board of Trade to the employes of the department on the evening of December 15th, 1902. Over 100 employes of the department partook of the dinner, a few being prevented from attending by circumstances beyond their control.

Among the guests were President W. S. Warren of the Board of Trade, F. W. Smith, Chairman of the Weighing Committee, Captain I. P. Rumsey of the Weighing Committee and Wm. Nash, formerly of the Weighing Committee; also, Geo. A. Stibbens, Secretary of the Grain Dealers National Association; H. N. Knight, President of the Illinois Grain

work of the department, and each seems eager to contribute his part to the attainment of the much-desired reputation for correct weights always.

SEEDS.

The Union Trust Co. has been appointed receiver of the Vail Seed Co. of Indianapolis, Ind.

The Diggs & Beadles Co. has been formed at Richmond, Va., with \$30,000 capital, to deal in seeds.

Receipts of clover seed at Toledo, O., for the week ending Dec. 20, were 2,080 bags and shipments 505 bags; compared with 1,900 bags received and 1,771 bags shipped during the corresponding week of last year. Receipts for the season have amounted to 63,275 bags and shipments to 11,912 bags; compared with

they have been bigger than bulls expected. Eastern demand is poor, so dealers here say, but foreigners are taking quite a little seed, but are buying it in the southern markets who seem to be offering the lower grades cheaper than Toledo dealers. Most of our correspondents report seed pretty well cleaned up, but like all small crops there probably is more seed back in the country than is generally supposed. There will be quite free deliveries of seed on January contracts.

A seed dealer of Hamburg, Germany, writes C. A. Kinø & Co.: This year's output of European red clover is much worse than it has been for years past; we estimate the result to be only about 50 per cent of an average crop. As we have no old stocks of red clover worth speaking of in Europe, and as further Germany, England, Belgium and Holland are said to have had almost total failures of crop



Members Chicago Board of Trade Weighing Department.

Dealers Association; L. T. Hutchins, President of the Eastern Illinois Grain Dealers Association; M. J. Hogan, President of the Illinois Valley Grain Dealers Association, and F. L. Fake.

After dinner was served Mr. Foss, acting as toastmaster, called upon different guests to talk to the men, and several of the employes of the department responded. The affair throughout was one showing a perfect interchange of confidence between employer and employes.

Expressions of satisfaction with the excellent work of the department sounded by the presidents of the shippers' associations, the Secretary of the National Association and by some of the guests cannot help but prompt the members of the department to be even more vigilant in the future to protect the interests of the shippers and the eastern buyer. The department stands as judge between Chicago dealers, western shippers and eastern buyers and every man on the force seems to feel fully his own responsibility.

Weighmaster Foss has printed carefully drawn rules which the men recognize as being necessary to the perfection of the

85,121 bags received and 35,426 bags shipped during last season.

Chicago shipped during the week ending Dec. 20 569,660 pounds of timothy seed, 97,900 pounds of clover seed, 156,700 pounds of other grass seed and 14,761 bushels of flaxseed; compared with 272,104 pounds of timothy seed, 63,800 pounds of clover seed, 83,870 pounds of other grass seed and 22,505 bushels of flaxseed shipped during the corresponding week of last year.

Chicago received during the week ending Dec. 20 720,080 pounds of timothy seed, 156,580 pounds of clover seed, 247,850 other grass seed and 63,000 bushels of flaxseed; compared with 588,400 pounds of timothy seed, 179,838 pounds of clover seed, 236,435 pounds of other grass seed and 50,940 bushels of flaxseed received during the corresponding week of last year.

J. F. Zahm & Co. write: Selling of clover seed by small January and March longs, and bears, with only a moderate demand, and with the big bulls not supporting the market, has caused the decline. Receipts have not been large; still

this year, it is to be expected that the general demand for red clover will be exceptionally large this season. Russia, generally the largest producing country in Europe, and for which best hopes were also entertained early this summer, has greatly suffered from the constant rain showers. A very disappointing state of affairs has set in. The yield in Russia has turned out so badly that many Russian sections, instead of exporting as usual, must this year import foreign grown seed. About the same must be said of several large districts in Austria. France and Italy had about fair average crops, of which, however, much has already been sold to foreign parts; it is not unlikely that France will have later on in the season to rebuy some foreign red clover for its own home requirements. Prices for finest European qualities have already risen to 13½ cents track Hamburg. A few thousand bags have already been bought from America, chiefly in Louisville, Chicago, Milwaukee, Baltimore and New York, and probably we shall have to make further purchases in the United States.

Grain Trade News

CANADA.

It is reported that J. H. McConnell will soon begin the construction of an elevator at Bradwardine, Man.

The erection of a farmers' elevator, having a capacity of 150,000 or 200,000 bushels, is contemplated at Melita, Man.

A flax mill owned by Claro & Co. at St. Mary's, Ont., was destroyed by fire Dec. 10. Loss is estimated at \$1,700, with some insurance.

Geo. King, who for some time has been employed by the Farmers Elevator Co. at Sintaluta, Man., left for his home in Bradford recently.

Joseph Glenn is enlarging his warehouse at Indian Head, N. W. T., and will increase the capacity to about 70,000 bushels, twice its former size.

The Wellwood Farmers Elevator Co., Ltd., has been incorporated at Wellwood, Man., with \$5,500 capital stock. Incorporators: Wm. Caithness, Andrew Thomson and others.

A freight train jumped the tracks at Shoal Lake, Man., Dec. 13, and crashed into Randall's grain warehouse. The engine seems to have received the worst of the encounter.

The first trainload of bonded Canadian wheat, consisting of 47 cars, over the Canadian Northern Railway, passed thru St. Vincent Dec. 9, on the way to Minneapolis and Duluth.

The dock which is now being built between elevators B and E at Fort William, Ont., caught fire on December 7, and for a time Elevator B was in danger. Little damage resulted.

Wilson & Wilson have recently built a large warehouse in connection with their flour mill at Indian Head, N. W. T., and are now arranging to increase the capacity of their track elevator.

B. F. Holden, who at present is shipping grain through a flat warehouse from Indian Head, N. W. T., has purchased the lumber for an elevator which will be begun in the early spring.

James Carson of Moose Jaw, traveling agent for the Winnipeg Elevator Co., says that, owing to the lack of cars, about one-half of the grain throughout the territories is still in the farmers' hands.

The agent at Plumas for a grain firm of Winnipeg, Man., is charged with having given farmers credit for more grain than they delivered. The frauds have extended over a period of two years. A settlement was effected without taking the matter into court.

An old frame elevator or warehouse, known as the Glasco Warehouse, on the G. T. R. at Hamilton, Ont., caught fire on Dec. 3, from a passing engine, and before the flames were conquered, the contents, about 400 bushels of grain owned by Morgan Bros., had been somewhat damaged by water and smoke. Loss about \$1,100.

Grain Inspector Gibbs of Fort William, Ont., reports that during the period from Sept. 5 to Dec. 5, receipts of wheat at Fort William amounted to 15,336,177 bushels, which was graded as follows: No. 1 hard, 7,842,570; No. 1 northern, 4,627,895; No. 2 northern, 1,479,655; No. 3 northern, 1,122,565; No. 4 northern, 232,525; sundry grades 31,026.

The Canadian Pacific Railway has begun preparations for the erection of a 400,000-bushel elevator at Port Arthur, Ont., which will be of brick and steel construction. When it is completed Port Arthur will have a total elevator capacity of 2,000,000 bushels which with the elevators at Fort William will give the company storage capacity for 10,000,000 bushels of grain.

At the first annual convention of the Territorial Grain Growers Association, at Indian Head, N. W. T., Dec. 4 and 5, much of the time was devoted to a discussion of the prevailing car shortage. Numerous suggestions for obtaining better service from the railroads were offered. One proposition was that if a railroad did not grant a suitable site for a siding, warehouse or elevator the company should be liable to a fine of not less than \$25 per day.

The wide difference between street and track prices of wheat at stations on the Canadian Pacific Railway has disappeared with the closing of navigation, proof positive that the difference was the effect of poor transportation facilities, and not an excessive margin of profit taken by grain dealers. It was not a question of the grain being in or out of the elevator. The all important matter was the car supply. Grain in a car was worth several cents more than grain in an elevator, or on the wagon, because then prompt shipment of the car could be relied upon.

Thomas Bray Baker, president of the Western Elevator Co., and a member of the council of the Winnipeg Grain Exchange, died suddenly Dec. 7, of heart failure at his home in Winnipeg, Man. Mr. Baker was a Canadian by birth, having been born in Brantford, Ont., in 1855. He first engaged in business at Toronto, then at Winnipeg and later at Moose Jaw. In 1898 he again moved to Winnipeg and soon after entered the grain business with Alexander Reid under the firm name of Baker & Reid. This firm purchased the elevators of the Canada Northwest Elevator Co., which it still operates, as the Western Elevator Co., under which name it was incorporated recently.

A report showing the wheat situation was issued Dec. 5 by the Northern Grain Dealers Association. Some of the figures as given are as follows: Shipped via C. P. R. to Fort William, 15,336,178 bushels; to Port Arthur, 461,985 bushels; via C. N. R., to Port Arthur, 4,308,807 bushels; to Duluth 987,000 bushels, making a total of 21,093,970 bushels. Milled and in store at Winnipeg and Keewatin, 2,250,000 bushels; in store at country points and in transit on the C. P. R., 10,250,000 bushels; in store at country points and in transit on the C. N. R., 2,750,000 bushels; making the total amount marketed 15,250,000 bushels. Estimated crop for Manitoba and the Territories for the year, 36,343,970 bushels, leaving a balance in farmers' hands of 27,939,464 bushels. Allowing a total of 13,000,000 bushels, 6,000,000 for seed, 1,000,000 for feed, and 60,000,000 for country mills; the balance to be marketed exclusive of country mill requirements is 14,959,464 bushels. This with the total in store at country points and in transit, 13,000,000 bushels, makes a total balance to be for-

warded by the railways of 27,939,464 bushels.

The agent of the Canadian Pacific Railway at Sintaluta, Man., on Dec. 6 was convicted of violating the regulations for the distribution of cars to grain shippers, and fined \$50 and costs. The agent gave bonds and took an appeal to the supreme court. It was alleged that the agent, Benoit, refused to supply a car to a farmer named Armis while he gave cars to others whose orders in the order book were subsequent to Armis's order. That he refused, when there were cars available, to permit the farmer to load a car on the siding, there being a loading platform here, and refused to hold the car for the farmer until it could be placed at the platform. That he treated the loading platform as being equivalent to an elevator so far as concerns orders for cars. That he refused to allow the farmer who had grain in a special bin in an elevator to load a car at such elevator, and refused likewise to allow him, when he had graded wheat stored in an elevator, to load cars at such elevator, claiming that only the elevator manager had a right to order cars for loading at the elevator. That accused had failed to distribute cars in the order of applications; and that when fresh batches of cars arrived, accused day by day commenced distributing same singly from the beginning of the list of orders instead of to applicants who had not received any cars.

A meeting of the Winnipeg Board of Trade was held Dec. 20 to discuss the question of transportation and ways and means of bettering same. A resolution was submitted which, after stating the various causes of and reasons for such a step, respectfully urged the Dominion government "to take such immediate action as shall remove the grievous disabilities under which the people of Manitoba and the Northwest territories labor, and to take such further measures as shall effectually prevent the recurrence of conditions" such as those therein described. After a lengthy discussion the resolution was adopted. Another resolution was then presented in regard to the donations of money, land grants, bond guarantees, tax and other exemptions already granted the railroads and those which would eventually be asked for during the coming year. It stated that the board, being of the opinion that "the policy of donating public moneys or extending the public credit to railway corporations has been demonstrated to be unsound and vicious," urged upon the Dominion government and parliament "that no money donation or bond guarantee be granted to the Grand Trunk or the Canadian Northern railways and that the government of Canada should forthwith proceed with the work of construction necessary to profitably develop its present system of government railways, by purchasing or building an extension of the Intercolonial railway from Montreal to Lake Superior, as suggested by the present minister of railways, and in conformity with the railway policy on which the government of Manitoba attained office." The latter resolution was held over until the next meeting of the board on Dec. 29.

CHICAGO.

The Illinois Open Board of Trade has been incorporated by Stein & Platt, attorneys for the Open Board.

The Open Board of Trade finds the New York Produce Exchange quotations of less value than its own.

The W. R. Mumford Co. has decreased its capital stock from \$75,000 to \$60,000.

Rudolph Keitel, with Heder & Co., dealers in barley and malt, is on his way to Germany for a two months' visit.

After a long delay the trial of Benjamin C. Jolly for alleged embezzlement from the Weare Commission Co., was at last begun. He was acquitted.

London bondholders of the Chicago Railway Terminal Elevator Co. have been unable to sell the November interest coupon.

George E. Fuller, who two years ago left Bartlett, Frazier & Co., and went with Geddes, will again be with the former firm after Jan. 1.

W. S. Warren has declined to accept a renomination as President of the Board of Trade, altho a numerous signed petition asking him to be a candidate was presented.

Special officers of the Illinois Central recently caught two thieves breaking into cars in the Grand Crossing yards and succeeded in having them sent to the Bridewell.

Chas. Elias has been appointed assistant inspector of flaxseed, and is managing the flaxseed inspection department pending the selection of a successor to the late S. H. Stevens.

The failure of New York connections to put up margins caused the suspension of W. W. McCleary & Co. during the collapse of the deal in December corn. Creditors are being paid in full.

A. E. Griff was arrested and placed on trial Dec. 13 charged with conducting a gaming house and bucket shop under the name of V. M. Traylor & Co. Hearing was continued until Dec. 18.

H. H. Peters, of Bartlett, Frazier & Co., will leave for Southern California Dec. 29 for the benefit of his health. He has been very active in the grain trade recently and is in need of rest and change.

Charles H. Lester has purchased the interest of the late N. T. Wright in the firm of Nash, Wright & Co. and has been admitted to membership in the Board of Trade. He is a son of the late John T. Lester.

It is rumored that bucket shops will request the Western Union Telegraph Co. to supply them with the continuous quotations of the Open Board of Trade. No doubt they can bet on such figures as well as any.

Shipments of grain from Chicago for the week ending Dec. 20 were 1,967,000 bushels, a decrease of 44,000 bushels from the preceding week and of 144,000 bushels from the shipments of the corresponding week of last year.

The report of the Chicago & Northwest Granaries Co. for the last year shows a profit of nearly \$75,000 for the American company; but a loss by the British company of \$49,000. No dividend on the cumulative preferred shares has been paid since 1895.

Reuben G. Chandler was nominated for president of the Board of Trade at the caucus Dec. 22 by a large majority who refused to listen to his protest that he would not accept a nomination. Mr. Chandler desired the nomination of Chas. H. Requa.

The death of Enoch Colby, 62 years of age, and for 18 years a grain inspector at Chicago, Dec. 16, just as he had designated the burial place of a favorite niece, was tragic. Instead of a single burial Dec. 18, there was a double interment, Mr. Colby and Miss Horner being laid to rest side by side.

When President Warren of the Board of Trade learned that he was to be called to testify with regard to the transactions between the Weare Commission Co., Charles G. McNeil and B. C. Jolly, he ordered the papers containing the report of the hearing before the Board of Trade committee to be burned.

Grain Elevator Employees' Union No. 418 has elected the following officers: President, W. E. Fuller; first vice-president, D. Hogan; second vice-president, D. Geary; recording secretary, J. W. Soper; financial secretary, M. E. Barney; treasurer, D. O'Sullivan; marshal, C. Mahoney; trustees, J. Clancy, W. Wendt and M. Schultz.

Albert Schwill & Co., maltsters, are planning a 1,000,000-bushel storage elevator to be erected next year in connection with their plant at South Chicago. The working house will be built of steel and the storage bins of tile, absolutely fireproof. Work is to begin in the spring and the house is to be completed in September.

Alderman Thomas Hunter is beginning to think that "he laughs best who laughs last." The other day while going by the barley crowd, he heard some one bidding for 1,000,000 bushels. Taking it as a joke, the alderman, who is a flaxseed trader, called out "Sold." Now the other people are demanding the barley and threaten to bring the case before the arbitration committee.

George T. Sullivan, broker in grain and stocks, obtained an order of court restraining the Cleveland Telegraph Co. from removing the grain tickers from his office and from ceasing to supply him with the continuous quotations of the Board of Trade. As Sullivan had connected the wires after they had been severed by the Board, the court dissolved the temporary injunction, and Sullivan has appealed.

W. H. Chadwick, chairman of the Board of Trade committee on rules, has defined the liability of buyers and sellers of grain in case of delay by railroads, as follows: The question has been before committees of arbitration and appeals, and it has always been held as a plain principle of justice, that where no special agreements exist otherwise, either party is responsible for and bound by the act of his agent, and, equally, by the failure of his agent to act. Hence if the seller's agent, the Western railroad, did not within a reasonable time comply with the directions which buyer offered and which seller accepted, then the buyer has the right to cancel the transaction. On the other hand, should the Western railroad tender the property to the buyer's agent (assumed to be) an Eastern railroad, and the Eastern railroad did not receive the property, then the seller would have the right to cancel the trade. There are many contingencies liable to occur in cases of this character, as, for instance, the seller's agent might have given notice that its cars would not be allowed to go to the connecting line nominated by the buyer, and if such were the fact, the seller would have no case provided there was no special agreement.

ILLINOIS.

McClure & Brotherton have completed their elevator at Guthrie, Ill.

Ralston Bros. of Caledonia, Ill., will put in new grain cleaning machinery.

During the two weeks preceding Dec. 19 about 250 wagon loads of shelled corn were marketed at Gibson City, Ill. This breaks all former records.

Wright & Taylor are remodeling the driveway to their elevator at Buena Vista, Ill.

W. P. Shertz has begun to build an addition to his elevator at McCall Station, Ill.

The farmers have engaged in the grain business at Philo, Ill., with John Dunn as manager.

E. L. Champion has recently completed an elevator at Lerna, Ill., and is now fully equipped for business.

The farmers in the vicinity of Emden, Ill., held a meeting recently for organizing an elevator company.

N. L. Layer, Vermillion, Ill.: I find the Grain Dealers Journal very useful and full of good information.

The Farmers Mutual Benefit Association has decided to rebuild its elevator at Highland, Ill., which was burned Dec. 1.

Wm. Stadel of Schapsville has purchased the Heidenreich Elevator at Woodbine, Ill., and Jan. 1 will take possession.

Charles L. Douglass has sold his elevator property and grain business at Ottawa, Ill., to Dunaway, Ruckrigel & Co., who took possession Dec. 10.

J. H. Williams and E. L. French have formed the firm of J. H. Williams & Co. and will operate the W. B. Sill Elevator, which is located on the Big Four at Farmer City, Ill.

W. B. Cummins, Ransom, Ill., says: I am always anxious to receive the Grain Dealers Journal for the valuable information it contains. One copy is worth a years' subscription.

The proprietors of the burned elevator at Highland, Ill., bot the 11,000 bushels of damaged wheat from the underwriters for \$800, and next morning disposed of the stuff to Milwaukee men for \$1,200.

A Farmers' Elevator Co. has been organized with \$5,000 capital stock at Secor, Ill., to build and operate an elevator. Marion Potter was chosen as president and Harvey Bullock as secretary.

The many friends of F. L. Ream of Lostant will be pleased to know that he reports a good strike in the Mascot mine. Mr. Ream is secretary and general manager of the company which is opening the mine.

M. Bert Hull has purchased the interest of Nels Nelson in the grain business, formerly conducted by Hull & Nelson at Morris, Ill., and business will be continued under the firm name of M. N. Hull & Son.

J. E. Hawthorne of Bloomington, Ill., was in Chicago last week and reported considerable activity at one of his stations, Holder, where 36 cars were shipped between Oct. 10 and 30. For 18 days after that date not a car could be had for loading.

M. K. Hammond has completed his new elevator at Stockton, Ill., and begun to ship grain. The elevator has 13 storage bins 10x12x33 feet, besides smaller bins for seeds, a large shipping bin, and modern elevating, grinding, weighing and loading machinery.

Correspondents of the Illinois department of agriculture report a decrease in the area devoted to winter wheat of 5 per cent, and of winter rye of 6 per cent. The condition of both growing crops Dec. 1 was excellent. The acreage of corn has increased 121,000 acres, the total amounting to 8,199,000 acres, with an average yield of 69 bushels per acre and a total crop of 320,977,000 bushels, which is 15,000,000 more than the best preceding crop, that of 1879.

The farmers near Mackinaw, Ill., have caught the elevator fever and recently a meeting was held to consider the advisability of organizing a co-operative company. Let them have a trial and they will learn to their sorrow that it costs something to run an elevator.

N. Bentz, Nokomis, Ill., Dec. 10: A great deal of our corn down but coming in in better condition and quality than was expected; have received comparatively little grain, as whenever roads get passable, it rains again; have had very heavy rains. Corn yields about 50 bushels to the acre.

H. E. Insley & Co., Waverly, Ill., Dec. 12: Corn being delivered fast and farmers disposed to sell it at 35 cents; within a month a good portion of it will be out of farmers' hands; very few oats left; no hay to speak of; cars scarce in most places but as yet we have had little or no trouble on the C. P. & St. L. road.

Secretary of State Rose says the Illinois corporation laws are bad and need amending. The real trouble is that the greed of the politicians has outgrown the receipts and they propose to enact more revenue measures, even if the corporations are driven to other states. It is a case of government by and for the politicians.

Two meetings of members and non-members of the Illinois Grain Dealers Association were held at the Hotel Fey, Peoria, Ill., Dec. 9, to protest against the advance in grain rates. A. W. Lloyd, traveling representative of the Illinois Grain Dealers Association, was present, and spoke on the irregular inspection of corn.

J. M. Kearby of Elwood, Ill., is testing the shrinkage of corn. A fair average sample was taken from a load husked Nov. 20, and weighed. After having dried in a box in the corner of the office the corn was again weighed 18 days later and found to have lost 11 3-7 per cent. It will be weighed occasionally until it gets thoroughly dry.

The Hasenwinkle Grain Co. has had to stop receiving grain at Heyworth, Ill., on account of inability to get cars in which to ship. The company has contracted for 80,000 to 100,000 bushels of corn to be delivered to its elevators at Normal, Kerkick, Hudson and Heyworth, and finds itself in a bad position on account of the poor service given by the railroads.

George W. Barnett, for some time one of the most prominent grain dealers in the vicinity of Galesburg, Ill., died at his home in Galesburg, Dec. 16. His business career practically terminated in August, 1900, when he was seized with a severe paralytic stroke, which left him weakened both mentally and physically. He was a native of Hamilton, N. Y., where he was born about 72 years ago.

Every Illinois grain dealer is directly interested in a bill which will be introduced at the next session of the legislature providing for an act to regulate the civil service of the state of Illinois. If your farmer friends want better prices for their grain now is the time for them to work and insure the placing of state grain inspection departments, as well as all state penal and charitable institutions, under rigid civil service rules. The different state institutions have been run for the politicians entirely too long. The people merit some consideration.

R. C. Grier, secretary of the Peoria Board of Trade, reports that receipts at Peoria during the month of November included 77,400 bushels of wheat, 1,940,600 bushels of corn, 845,000 bushels of oats, 16,500 bushels of rye, 256,500 bushels of barley, 1,445 tons of mill feed and 2,540

tons of hay, compared with 155,000 bushels of wheat, 1,952,650 bushels of corn, 1,046,100 bushels of oats, 21,700 bushels of rye, 393,600 bushels of barley, 1,425 tons of mill feed and 3,011 tons of hay received during the corresponding month of last year. Shipments for November included 53,950 bushels of wheat, 540,400 bushels of corn, 860,900 bushels of oats, 12,100 bushels of rye, 149,700 bushels of barley, 2,178 tons of mill feed and 270 tons of hay; compared with 103,675 bushels of wheat, 553,240 bushels of corn, 947,500 bushels of oats, 800 bushels of rye, 202,950 bushels of barley, 6,635 tons of mill feed and 472 tons of hay shipped during the corresponding period of last year.

The old Illinois law providing for the appointment of chief grain inspectors stipulated that "no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there shall be a legally organized Board of Trade in such cities or counties, such application and petition shall be officially endorsed by such Board of Trade before such application and petition shall be granted." The new law, which was enacted by and for the politicians in hopes of gaining control of the grain inspection department of Peoria, provides "that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed, except upon the recommendation of the Board of Railroad and Warehouse Commissioners; and such recommendations shall be made only upon a request for such action by the county commissioners or board of supervisors of the county in which such warehouses are located and in cities or counties wherein an inspector may be appointed no person other than such duly appointed inspector, or those authorized as assistant inspectors, shall inspect or grade any grain without being liable to the penalties provided in section 20 of said act." The old law should be re-enacted and the board be unmolested in its control of inspection at that point.

INDIANA.

Joel Baumgartner has closed his elevator at Culver, Ind.

O. O. Newhard has succeeded Clutter & Long at Tocsin, Ind.

F. Dawkins is no longer in the grain business at Dawkins, Ind.

C. G. Clark has sold his elevator and business at Carthage, Ind.

Osborn & Dillen have succeeded Witt, Osborn & Co., at Frankfort, Ind.

The Denver Grain Co. is the successor of W. H. Murphy at Denver, Ind.

The Comer & Searce Co. has succeeded H. C. Searce at Mooresville, Ind.

Dunlap & King will continue the business of J. N. Dunlap at Franklin, Ind.

A new wheat destroying insect is said to have appeared in the fields near Vernon, Ind.

C. E. Parsons has no facilities for carrying on a regular grain business at Elkhart, Ind.

C. G. Clark has purchased the elevator and business of Alger & Gray at Rushville, Ind.

Coppes, Zook & Mutschler & Co. are the successors of Coppes Bros. & Zook at Nappanee, Ind.

S. D. Henderson of Silver Lake, Ind., may ship grain, but he does not ship through an elevator.

John W. Monrency has no means of carrying on a legitimate grain business at Grass Creek, Ind.

The postoffice address of E. T. Sharp, operating an elevator at Sharps, Ind., is Muncie instead of Tabor.

Owing to failure the North Judson Elevator Co. is no longer in the grain business at North Judson, Ind.

H. Kittenger and Rufe McGoo have no facilities for conducting a regular grain business at Winamac, Ind.

Members of the Indiana Grain Dealers Association held a meeting Dec. 9 at the Hotel Lahr, Lafayette, Ind.

The Pears-East Grain Co., with headquarters at Buchanan, Mich., has succeeded Pierce & Co. at New Carlisle, Ind.

S. H. Marshall is not regularly engaged in the grain business at Montmoryncy, Ind., as he has no facilities for shipping.

Remember that the annual meeting of the Indiana Grain Dealers Association will be held at Indianapolis, Ind., Jan. 8 and 9, at the Denison.

At Kingsbury, Ind., R. H. White will continue the business formerly conducted by White Bros. Chase & Holmes have discontinued business.

Thirty-five grain dealers met in executive session at Crawfordsville, Ind., Dec. 12, to improve the conditions under which the trade has been suffering.

The new town on the C. & E. I. R. R. in Warren county, where Sam Finney of Chicago is erecting an elevator, is not Sycamore Corners, but Finney.

The Worthington Elevator Co. has been incorporated at Worthington, Ind., with \$10,000 capital stock, to operate a grain elevator. Incorporators: Samuel H. Carahan, Edward R. Taylor and others.

F. P. Lyons and U. W. Blue have bought the interest of J. A. Crecraft in the firm of Miller & Crecraft at Flora, Ind. Business will be continued at the elevator under the name of Miller & Co.

Crawfordsville Grain & Elevator Co., Crawfordsville, Ind., Dec. 17: Very light movement of grain on account of bad weather; corn somewhat chaffy and yield not as good as anticipated; wheat in fine condition and acreage large.

Fire, supposed to have started in the boiler room on Dec. 5 completely destroyed the elevator and hay barn owned by C. F. Davison at Bluffton, Ind. Grain, hay and valuable machinery were included in the loss of \$3,500. Insurance \$1,300.

Every member of the Indiana Grain Dealers' Association should try to attend the annual meeting of the association at Indianapolis, Jan. 8 and 9, to hear the interesting program which has been arranged and to take part in the discussions.

The Hammond Elevator Co. has begun handling grain at its new steel elevator at Hammond, Ind. W. H. Gostlin is president of the company, Richard McHie treasurer, Frank Williams secretary. W. B. Boyd superintendent and chief inspector, and R. G. Risser chief of traffic department.

E. Bemus of Chicago, who is constructing an elevator at Markle, Ind., was seriously injured by a fall from a train on his way from Lima, O., to Markle, Dec. 12. He started from Lima on a train which does not stop at Markle, intending to go on to Huntington and take a later train back to Markle. The train reached Huntington somewhat late and thinking to save time Mr. Bemus jumped from the train before it stopped, his jump resulting in a fall. He was unconscious when picked up,

but his injuries were not thought to be fatal.

Several local meetings of grain dealers have recently been held in Indiana. On Dec. 8 about 25 dealers met at Frankfort and after the meeting partook of an oyster supper. Other meetings were held at Fort Wayne on Dec. 11 and 18, with 15 present; at Crawfordsville on Dec. 10, with 30 present; at Plymouth on Dec. 16, with 20 present and at Lafayette on Dec. 17, with 40 in attendance.

The following new members have joined the Indiana Grain Dealers Association during the past two weeks: F. E. Lowrey, Granger and two other stations; McComas & Hornbeck, Ockley; Abel Grove, Radnor; J. A. McComas, Yeoman; Bert Miller & Co., Flora; Fisher & Co., New Paris; Kraus & Apfelbaum, Columbia City; J. J. Thompson, Lizton, and B. F. Jones, Malden, with postoffice address at Valparaiso, Malden being a new station on the extension of the C. R. & M. from North Judson.

The grain elevator recently begun at Chesterfield, Ind., by J. M. Barton is not likely to be finished soon. It seems to be a case where the man did not sit down and count the cost before he began to build. He had not only begun the building, but had purchased the machinery when he found that the completing of the elevator would cost more than he had planned. It is said that Rowland Mills was to have been his partner and his withdrawal had something to do with the termination of the venture. It is further reported that Mr. Mills will buy and complete the elevator and also that Wellington & Sons of Anderson are negotiating for it.

PROGRAM ANNUAL MEETING INDIANA GRAIN DEALERS ASSOCIATION.

Thursday, January 8, 1902.

Meeting called to order 10:30 a. m.

Address of welcome, by the Hon. Chas. A. Bookwalter, mayor.

Address of welcome on behalf of the Indianapolis Board of Trade, by John J. Appel, president.

President's address, by E. H. Wolcott, Wolcott, Ind.

Report of secretary, by S. B. Sampson, Indianapolis, Ind.

Report of treasurer, by S. B. Sampson.

Appointment of special committees.

Afternoon Session.

Meeting called to order 1:30 p. m.

Proper Legislation for This Association to Support and Recommend, by Hon. H. G. Thayer, Plymouth, Ind.

Overdrafts and Fulfillment of Contracts, by Geo. A. Stibbens, secretary G. D. N. A., Chicago.

Benefits of Mutual Insurance vs. Stock Companies, by C. A. McCotter, secretary G. D. N. M. F. I. Co., Indianapolis, Ind.

Cleaning Wheat Before Weighing, by Mr. Calvin Tuttle, Columbia City, Ind.

Evening, 8 p. m.

Entertainment by the Indianapolis Board of Trade, in their assembly room, Board of Trade building.

Friday Morning, Jan. 9.

Possibilities of Requiring by Law, Tariff, Rate and Car Service Association to be Incorporated, by M. L. Johnson, Evansville, Ind.

Establishment of Merchants' Exchange Weighing Bureau, by S. W. Yantis, Buffalo, N. Y.

Attitude of R. R. Co.'s Toward Our Association, by S. F. Gray, Indianapolis, Ind.

Friday Afternoon.

The Relative Dependency of the Miller to the Elevator Man, by C. S. Bash, Ft. Wayne, Ind.

Report of auditing committee.

Report of special committees.

Election and installation of officers.

Miscellaneous business.

Adjournment.

IOWA.

Scoop shovel shippers are operating at Matlock and Greenville, Ia.

The McFarlin Grain Co. has purchased the elevator at Fonda, Ia., of Frank Turner.

Davis & Anderson will soon have their elevator at Pacific Junction, Ia., ready for business.

F. E. Plum, Roland, Ia., Dec. 17: About one-third of the corn in the field under a foot of snow.

J. A. & W. Ketchen have succeeded Hardie & Ketchen in the grain business at Raleigh, Ia.

C. S. Hain has recently purchased a 8-h. p. gasoline engine for his grain elevator and gun stock factory at Moscow, Ia.

A. D. Hayes and J. E. Walker have engaged in the grain business at New London, Ia. A. D. Hayes will be in command at the elevator.

The Diamond Grain Co. is erecting an elevator of 20,000 bushels' capacity at Shipley, Ia. A. E. Haggman has been employed as agent.

A. J. Froning of Allison and H. E. Froning have purchased the elevator of W. T. Adams at Chapin, Ia. The latter will have charge of the business at this point.

The Harlan City Roller Mill is installing new machinery in its plant at Harlan, Ia. The company is also building a warehouse on the Great Western road to facilitate the receiving of shipments.

M. J. Hart, stock buyer, has purchased the grain elevator at Waterville, Ia., and will operate it in connection with his stock business. Andy Grimsard, the former manager, will remain in charge of the elevator.

The farmers in the vicinity of Florence, Ia., have formed an elevator company and purchased the elevator of C. T. Sidwell. Besides grain they will handle coal and possibly livestock. C. T. Sidwell is secretary of the new company.

Peter Eide, agent Diamond Grain Co., Garden City, Ia., Dec. 17: About one-fourth of the corn crop still in the fields; about 75 per cent of merchantable coming in at the station. The new railroad from Des Moines to Garden City is nearly completed.

The Department of Agriculture is preparing for an experiment by which to ascertain the amount of moisture present in corn and other facts of interest to the grain dealer. The corn will be furnished by the Iowa Grain Dealers Association.

The Marshall Mill & Elevator Co. has closed its elevator at Roland, Ia., on account of the poor condition of the corn. It will be reopened July 1, 1903. F. E. Plum, who has been acting as agent for the company at Roland, has gone to Marshalltown.

George VanBuskirk, of VanBuskirk & Co., grain dealers at Shenandoah, Ia., was sadly bereaved Dec. 14, in the death of his young wife, who had been ill since June, and who had given birth to twin girls ten days earlier. Mrs. VanBuskirk

was a leader in the social and literary circles of Shenandoah.

The Iowa Grain Dealers Association has printed the new law relating to the Landlord's Lien on large cardboards for its members to post in a conspicuous place. The law which was enacted by the 29th General Assembly is as follows: Section 1—If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any grain, or other annual products thereof upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly. Section 2—The payment of the rent for the lands upon which such grain or other annual products were raised at or before the time the same falls due, shall be a bar to any prosecution under section one (1) hereof, and no prosecution shall be commenced until such rent be wholly due.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association in his final estimate of the crop of the state for 1902, issued Dec. 10, makes the yield of corn 338,028,459 bushels; oats, 146,680,000 bushels; wheat, 16,877,000 bushels; barley, 16,897,460 bushels; rye, 1,028,820 bushels and of flaxseed, 853,455 bushels. Ten to 19 per cent of the total crops have been abandoned, reducing the net crops to 13,670,000 of wheat, 121,745,000 of oats, 13,686,000 of barley, 884,786 of rye and 768,110 of flaxseed. Except barley and flaxseed the crops are larger than those of 1901. About 35 per cent of the corn crop of the state is not marketable, 35 per cent will grade No. 4, 25 per cent No. 3 and 4 per cent No. 2. About 40 per cent of the oats crop has been marketed. Cattle feeding has increased 23 per cent and hog feeding 8 per cent, compared with last year.

J. R. Sage, director of the Iowa crop service, in his report issued Dec. 12, says: On account of the unfavorable character of the crop season and the unusually variable condition of the corn crop, a special report was called for in answer to inquiries as to the average yield of hard and soft corn, the percentage that is sound and merchantable, the local price of sound corn, and the feeding value of the softer portion of the crop. The tabulated report shows the following result of this investigation: Dividing the state into three sections or belts, three counties wide, crossing east to west, we find that in the northern section (thirty counties) the sound corn is estimated at 29 per cent; in the central section (thirty-eight counties) it is 48 per cent; and in the southern section (thirty-one counties) the average is 64 per cent. For the state as a whole the average is 47 per cent sound and merchantable and 53 per cent soft and unmerchantable. The average price of the sound corn is 35 cents per bushel, and the feeding value of the softer portion is estimated at 22 cents. The acreage of winter wheat is small, and the average only 18 bushels per acre. The yield of spring wheat is 13 bushels per acre. The quality of winter wheat is poor, owing to wet weather, and the price is 55 cents per bushel. Spring wheat averages 52 cents. The total yield of winter and spring is 13,538,845. Last year the yield was 18,295,000. Oats suffered more than any other cereal from the effects of the unfavorable weather. The returns indicate an average yield of 31 bushels per acre, and the selling price is placed at 24 cents per bushel. The total crop is worth little more than half that of last year.

KANSAS.

The plant of Bell & McAdams at Paradise, Kan., was recently damaged by fire. A. F. Abernathy has purchased the elevator of John Charlesworth at Scottsville, Kan.

J. A. O. Livoni, a farmer near Canada, Kan., is building a 12,000-bushel elevator on his farm.

Kramer, Burberry & Thompson have recently completed a 15,000-bushel elevator at Seneca, Kan.

E. B. Fulton, formerly of Bookwalter, Neb., has purchased the elevator and business of M. P. Harrison at Argenda, Kan.

The Inman Milling Co. has rented a site on the Rock Island road at Inman, Kan., and will immediately begin the erection of a grain elevator.

Frank Gragg has purchased the elevator formerly operated by Erwin & Bunds under the name of the McLouth Elevator Co. at North Cedar, Kan.

Millers of Kansas have raised \$10,000 to prosecute injunction proceedings in the federal courts against the railroads for making lower rates on grain than on flour.

The Wichita Board of Trade has been incorporated at Wichita, Kan., and the following directors elected: W. R. Watson, E. K. Nevling, R. F. Coates, J. S. Macauley and H. Herzer.

W. E. Hastings of Darlow, reported to be backed by a firm in Blackwell, Okla., is contemplating the erection of an elevator at Castleton, Kan. A site has been secured from the railroad.

Bailey & Connett have completed a grain office in connection with their elevator at Baileyville, Kan., and installed new machinery, including a wagon scale, a sheller and a 16-h.p. gasoline engine.

The reconstruction work on the Santa Fe Elevator at Atchison, Kan., is not progressing very rapidly. The machinery, which is being installed by Small & Co., and other improvements will not be completed for several months.

Hall & Robinson of Kansas City, Mo., are represented at Carlton, Kan., by a scoop shovel agent. Cars requisitioned by the regular grain dealer at that point, John McClune, are said to have been turned over to the scoop shovel man to load, thru the influence of Hall & Robinson upon the railroad company and its station agent. Mr. McClune has had grain ready for a month and cannot get cars.

Grain dealers from Belleville, Greenleaf, Scandia, Clyde, Palmer, Concordia, Clifton, Vining, Cuba, Morganville, Clay Center and other towns in the Republican valley held a meeting at Clyde, Kan., recently. A resolution protesting against the action of the Board of Trade of Kansas City in refusing cars of grain on declining markets after same had been sold by sample, was introduced and carried.

KENTUCKY

The Kentucky Malt & Grain Co. of Louisville, Ky., has increased its capital stock from \$50,000 to \$150,000.

Lack of cars makes business at Louisville, Ky., very dull. Dealers can not get loaded cars into town nor empties in which to ship.

G. W. Williams of Hartford has purchased the Huffman mill property at Hopkinsville, Ky., and will immediately begin the building of a wheat elevator.

The Southern Malting Co. has been incorporated at Louisville, Ky., with \$10,000 capital stock. Incorporators: Henry A. Kraft, Gottlieb Layer and H. C. Kraft.

MICHIGAN.

The Stockbridge Elevator Co. has placed an 8-h. p. gasoline engine in its elevator at Alma, Mich.

The semi-annual meeting of the Michigan Hay Dealers Association will be held at Saginaw, Mich., Dec. 30.

C. E. Burns of Detroit, Mich., the well known dealer in grain and beans, is making a visit to California, stopping for a time at Pasadena.

Lyons Bros. are making arrangements for the erection of a large frame building of 20,000 bushels' capacity at Menominee, Mich., which will be used for a time in lieu of an elevator.

MINNEAPOLIS

The Minneapolis Independent Grain & Stock Exchange contemplates exchanging quotations with the Open Board of Trade of Chicago.

Geo. J. Hammond, the first bucket shop operator at Minneapolis, Minn., to be tried for gambling, was arraigned in the municipal court Dec. 9, when his case was continued until Dec. 18.

The names of the officers of the new Concrete Elevator Co. at Minneapolis, were incorrectly given in this column Dec. 10. E. S. Woodworth is president; B. H. Woodworth, vice-president, and W. S. Woodworth, secretary and treasurer.

MINNESOTA.

The Great Western Elevator Co. of Hittlerdal, Minn., informs us that the Dakota Elevator Co. is building a 20x50-foot annex to its elevator, and will install a conveyor. The addition will be 16 feet high and of stud construction.

Grain dealers interested in the Tri-State Indemnity Co. held a meeting Dec. 9 and 10 at Heron Lake, Minn. The association now has \$300,000 insurance in force on over 100 elevators and has not had a loss. E. A. Brown of Luverne, Minn., is chairman of the board of advisors.

MISSOURI.

McMahill & Marsh of Shenandoah, Ia., have leased an elevator at Dalton, Mo.

Frank Riemeier and the Marthasville Hardware Co. are new grain dealers at Marthasville, Mo.

A very poor quality of No. 2 corn is said to have been delivered the Cleage bull pool at St. Louis, Mo.

The Wm. Pollock Mill & Elevator Co. of Mexico, Mo., is building an elevator at Sturgeon, Boone County, and a warehouse at Keytsville.

The Beach Grain & Elevator Co. is enlarging its plant at Appleton City, Mo., and will install a gasoline engine and new hoisting and dumping machinery.

John Fristoe is now manager for the Marshall Mill & Elevator Co. of Marshall, Mo. I. Grecian, the former manager, expects to engage in the grain business on his own account.

The Parkville Grain & Elevator Co. has been incorporated with \$7,500 capital stock at Parkville, Mo., to erect and operate grain elevators. Incorporators: H. B. McAfee, C. P. Breen and others.

Cobb & Varner, Odessa, Mo., Dec. 19: Have a fine corn crop here and will furnish seed for localities less fortunate. Corn moving slowly on account of bad weather; not half of crop delivered yet. Wheat has about all been shipped out.

The St. Louis Merchants Exchange will increase the assessment of members from \$25 to \$37.50, and the transfer fee from

\$10 to \$20, with a view to raising the necessary funds to install new elevators, renovate the interior and repaint the exterior.

T. R. Landrum, grain dealer at Waverly, Mo., believes that organization can remedy many of the evils from which the trade is suffering, and to help the good work along has just joined the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri.

A circular alleging that grain dealers are making exorbitant profits is being sent to farmers in Kansas with the object of inducing growers to ship grain to the author of the circular letter, a concern calling itself the Jackson Commission Co. and claiming offices at Kansas City, Mo. The concern evidently fears the light of day, for it is unknown to the trade at Kansas City, and no member of the so-called company is a member of the Kansas City Board of Trade. Duval Jackson and Geo. B. Johnson are said to compose the company.

C. A. King & Co. write Dec. 12: The Missouri state report does not agree with the Government report and we think it is more reliable. It says the acreage sown to winter wheat this fall is ten per cent less than last year. The Government report made eleven per cent increase. This makes a difference of 21 per cent between the two reports, or nearly half million acres. Average condition is placed at 96, while the Government made it 101. We regard the Missouri, Kansas, Michigan and Illinois state reports as more reliable than the Agricultural Bureau reports, because they devote more care to it.

NEBRASKA.

J. W. Miller has opened a scoop shovel business at Carleton, Neb.

The Duff Grain Co. contemplates establishing a flour and feed store at Red Cloud, Neb.

W. E. Guthrie & Co. have succeeded B. K. Johnson & Co. in the grain business at Valparaiso, Neb.

Robertson Bros. have recently overhauled their elevator at Cook, Neb., and put in new loading machinery and a corn sheller.

The Cedar Rapids Improvement Co. has purchased an improved Hall Distributor to be placed in the new elevator at Primrose, Neb.

Wells-Abbott & Neiman of Schuyler, Neb., will equip their new elevator at Primrose, Neb., with an improved Hall Distributor.

The Blue Springs Farmers Elevator Co. has purchased the elevators formerly owned by the Nebraska Elevator on the Union Pacific road at Blue Springs, Neb.

The elevator of the Hayes, Eames Elevator Co. at Shickley, Neb., was completely destroyed Dec. 11, by fire, which started in the engine room. About 8,000 bushels of wheat and corn were in the building. Loss about \$5,000.

At a recent meeting of the farmers of Cortland, Neb., a committee, consisting of L. Grieser, Fred Look and A. J. Trude, was appointed to purchase an elevator. Negotiations have been begun with the Nebraska Elevator Co. for the elevator at Cortland.

The Hayes, Eames Elevator Co. contemplates making various improvements upon its newly purchased elevator at Table Rock, Neb. Additional trackage has been secured and a full equipment of cleaning machinery will be installed. Mr. Endleman is local manager.

Burglars broke into the office of the elevator at Octavia, Neb., recently and carried away a fur overcoat and other articles of value. Here's a suggestion as to what to give the grain dealer for Christmas.

Andrew Phelps, the grain dealer at Steele City, Neb., while loading grain recently, caught his right hand in the machinery, which tore off a portion of his third finger and tore open the flesh on his hand. The wound was promptly attended to and Mr. Phelps was able to resume his work.

Several recent changes have been made in the management of the elevators at Coleridge, Neb. J. F. Baush of Staplehurst has succeeded C. E. Gallagher at the Peavey Elevator, J. Trokey of Arlington fills J. R. Durrie's place at the Anchor Elevator and Ogden Milligan will act as manager for J. O. Milligan, succeeding F. H. Alexander, who will engage in business on his own account.

On the run of the freight on the F. E. & M. V. from Fremont to Hastings Saturday there was a demand for 174 cars. The train was only enabled to furnish four. One elevator man on being told that the road had no "empties" to immediately supply him, replied, "My God! we must have cars. The farmers are clamoring to market their grain to get money for Christmas and we must have cars to start the grain to moving."—Republican, Hastings, Neb.

When summoned before the board of tax review in regard to the amount of the tax with which the Omaha Elevator Co. should be assessed, A. B. Jaquith, vice-president of the company, emphatically refused to answer any questions in regard to the capitalization of the company. Afterward, however, he sent in a written statement, in which he gave the entire capital stock of the company as \$550,000. Of this \$506,339 is invested in elevators and corn cribs in Nebraska, Kansas and Iowa. He further claimed that the remaining \$43,900 should not be taxed in Omaha, as the value of the grain in the country houses and cribs, on which taxes is paid in other counties, would equal this amount, leaving the office furniture and fixtures as the only taxable property in Omaha.

NEBRASKA LETTER.

Thos. Cochrane of Lincoln now operates an elevator at Williams, Neb.

The Railsback elevator at Ashland, Neb., is finally completed and in operation.

J. Warren Keifer of Bostwick has recently joined the Nebraska Grain Dealers Association.

Upton Bros. of Pierce, Neb., have changed their firm name to the Upton Lumber Co.

F. J. Uldrich & Co. of Tobias and Daykin recently joined the Nebraska Grain Dealers Association.

Gingery & Son of Rokeby, Neb., have sold their elevator at that point to the Rokeby Lumber and Grain Co.

The Farmers Co-operative Association of North Bend, Neb., has changed its name to the North Bend Grain Co.

The Ewart-Wilkinson Grain Co. succeeded the J. S. Ewart Grain Co., Lincoln, Neb. This firm operates a line of elevators on the B. & M.

The Hayes-Eames Elevator Co. will immediately begin the erection of a thoroughly up-to-date elevator to take the place of the one recently destroyed by fire at Shickley, Neb., and means to have it one of the most compact plants in the state.

J. T. Evans has bought the interest of Mr. Hare in the firm of Evans & Hare, South Bend, Neb., who operate a line of elevators on the Rock Island. He will hereafter conduct the business in the name of J. T. Evans.

The Kinsella Grain Co., having disposed of all its Nebraska elevators, W. E. Kinsella, the manager, who was a member of the governing committee of the Nebraska Grain Dealers Association, resigned his position in the latter capacity, much to the regret of the other association officers. The Kinsella Grain Co.'s houses are now all located in Iowa.

The car situation in Nebraska still continues serious, and as a consequence the movement has been unusually slow. While the car situation is very annoying to the average country dealer, consolation can doubtless be found in the fact that a slower movement now will have a tendency to improve the quality of corn, and compel the farmer to lose much of the shrinkage that would have been suffered by the grain dealer had the situation been different. Very little corn is being cribbed by the dealers at present, both because of its condition and high prices. As a result, the business of some stations has been absolutely stagnant as regards the grain movement. Many complaints are heard based on the fact that it is the opinion on the part of some of the dealers that they are being discriminated against, when the fact is that cars are scarce at all stations and on all lines in the state.—E. C.

NEW YORK.

Officers and trustees of the Buffalo Merchants Exchange will be elected at the annual meeting Jan. 13.

The Buffalo Merchants Exchange is sending its option quotations regularly to the exchanges of Philadelphia and Boston.

A plan is being perfected by which Buffalo will have the largest linseed oil works in the world. Spencer Kellogg is planning to build a large addition to his present plant and install 48 more presses, which will give him 138 presses. The proposed addition will be of brick and steel fireproof construction and will increase the capacity of the plant to 6,000,000 bushels of flaxseed a year. The annual product from the entire plant will amount to 300,000 barrels of oil and 100,000 tons of oil cake. The completion of this plant will make Buffalo the first city in the United States in the consumption of flaxseed, with Minneapolis second. The total number of presses in Buffalo will be 207 and 8,000,000 bushels of flaxseed will be consumed annually. The machinery of Mr. Kellogg's plant is run by electricity.

BUFFALO LETTER.

The appointment of track-grain weighmaster still hangs fire, though whether it is on account of the difficulty in finding a suitable man, or some other hitch, does not appear.

The Merchants Exchange is giving a banquet this 22d of December in celebration of the completion of the four-mile breakwater, which made the \$40,000,000 steel plant possible.

Running day, night and Sundays is about the report of the Buffalo feed miller all of which goes to show that this branch of the milling trade is not quite so badly cut up as the flour trade.

The insurance companies are very uneasy over the wooden elevators, but if they drop them it is a consolation to know

that there is a steel elevator capacity in the harbor of close to 8,000,000 bushels.

The option trading on 'change is apparently a permanent institution, sales not being less than 500,000 bushels a day and sometimes reaching a half more. Arrangement has been made to publish these sales at eastern grain centers.

Wheat continues to come in by rail in a very unsatisfactory amount and it is predicted that it will become scarcer as the season advances. It is also reported that oats continue to be as unsatisfactory as ever, though in this case the trouble is quality.

F. H. Ferguson of Appleton, N. Y., and Mr. Bower of Bower Bros., who buy grain for Watkins & Co. of Buffalo, were on 'Change lately. They report that farmers are not selling their wheat at all readily, appearing to be willing to take their chances of its being higher later on.

Buffaloians who have lately visited the grain centers of the West find that the farmers, on failing to obtain the prices they set for their grain, corn and oats as well as wheat, have put it into store and are not going to sell it freely now till the prices advance.

Elevator owners say that they cannot tell how much grain for winter storage there is in. They are charging the usual quarter cent for ten days' storage and asking no questions. There are five cargoes, about a million bushels, to be left afloat, a small amount for this port.

New corn is doing much towards redeeming the poor grain situation. It grades No. 3 pretty uniformly already and will go up to No. 2 as soon as the excess of water is out of it. One light day lately, with receipts of 63 cars there were 36 of corn, of which 14 graded No. 3 yellow.

Buffalo is still well in the lead of surrounding towns in the receipt of hard coal, which means that the maltsters are well supplied with it and are active. The Buffalo Association sent a strong delegation to the Detroit reciprocity convention, for the grain men all want Canada wheat and barley to handle.

They are tearing down one more of the smaller wooden elevators, the Lyon, which has had a rather sorry history. It went into the old catch-all pool about as soon as built and was never used to amount to anything. As it has no track connection it is no longer able to get into the modern pool, which takes only active houses.

The Merchants Exchange is still going for delinquent grain buyers. It has just posted the names of the Archbold Mill, Archbold, O., on a claim from Rockwell & Co., and E. M. Small, Yeddo, Ind., on a claim of Pratt & Co. The Yawger Milling Company of Seneca Falls and E. D. Snyder of Williamsville have paid the claims against them and have been reinstated.

The lake season is closed, but it will take some time yet to get the grain all into elevators. There is no hurry, for the roads are not taking it east very fast. They were about as badly blockaded at the close of navigation as they ever were, but the elevators kept ahead of business finely up to just the end—then nobody cared. It never happened before and is not likely to happen again.—J. C.

NORTH AND SOUTH DAKOTA

John Pietz will operate the mill and elevator at Eureka, S. D., formerly owned by Charles Pfeffer.

The Updike Grain Co. of Omaha, Neb., has installed an improved Hall Distributor in the new elevator at Bonesteel, S. D.

M. M. Van Osdel, Edmore, N. D., Dec. 6: About 85 per cent of the flax crop has been marketed at Edmore: 65 per cent of the wheat marketed.

All arrangements have been completed for the annual convention of the Tri-State Grain Growers Association, which will be held at Fargo, N. D.

The St. Olaf Milling Co. has recently completed an elevator at St. Olaf, a small town near Baltic, S. D. Elliott & Lash are also prepared to handle grain.

H. A. Yotter, Leyden, N. D., Dec. 18: Amount of grain marketed: Wheat, 140,000 bushels; barley, 10,000 bushels; flax, 5,000 bushels. Wheat crop very nearly all in. Wheat averaged about 15 bushels per acre, flax 12 bushels, barley 35 bushels and oats about 45 bushels.

By forging the name of the grain buyer, John Theophilus, to three blank wheat checks of the S. Y. Hyde Elevator Co., and then cashing them at the local store, some one recently obtained \$280 at Madison, S. D. The forgery was not discovered until the forger had escaped.

The By-Product Paper Co. is contemplating the establishment of flax fibre mills at various points throughout the state of North Dakota, the product of which will be used in the manufacture of fine bank note paper. The company also proposes to install new machinery in its central plant at Niagara Falls, N. Y., whither the flax fiber will be shipped for manufacture.

OHIO.

Hall & Tagert are putting a 25-h. p. gasoline engine in their elevator at Plain City, O.

The Chamber of Commerce of Cleveland, O., has recently gained several new members.

The Cleveland Grain Dealers Association held its annual banquet Dec. 19 at the Kennard House, Cleveland O.

G. W. Paling, Ansonia, O., Dec. 16: Corn drying out nicely, but slow in coming in on account of bad weather.

A company, now operating several elevators in Michigan, is arranging for the erection of a large elevator at Toledo, O.

June & French, Fremont, O., Dec. 20: Corn crop of very poor quality: new wheat crop looking well; acreage short one-fourth.

D. C. Albert, Lewisburg, O., Dec. 10: Corn moving freely considering the large amount cribbed; find it in fair condition; some chaffy and molding where stacks were large.

Some farmer in bringing a load of corn to the elevator owned by McCrea & Vlerbome at New Holland, O., evidently mistook some old iron for corn. This resulted in disabled machinery and delay in receiving grain.

The directors of the Cincinnati Chamber of Commerce have adopted the recommendations of the grain committee approving the rules for grain inspection prepared by the Chief Grain Inspectors National Association at its Peoria meeting.

Wickenheiser & Co. of Toledo, O., have purchased for \$16,000 the elevators formerly operated by the Broughton Elevator Co. at Broughton, Melrose and Goodwin City. The elevators are all in good condition and carrying on a large business.

The plant of the Corn Products Co. at Lockland, O., has been closed and the manager, Mr. Grettenberg, notified to be ready to leave at a moment's notice. No reason is given for this action. The company has recently purchased a plant at

St. Bernard and it is reported that the output of this factory has been found sufficient to supply the demand.

S. A. Muff, New Carlisle, O., Dec. 13: Great bulk of corn this season, but not over half of it will come to market on account of the poor quality; more cattle on feed here this season than I ever knew before; have not had a rush of corn to market this season as before in the fall and don't expect any; very little wheat or oats coming to market; expect all cereals to be higher during the coming month.

Other supervisors should follow the example of those of Erie Township, Ohio, and the railroad company, who have co-operated in building a stone road to Powers' elevator. The railroad is furnishing the stone free and the township is laying the road. The improvement will benefit the railroad as well as the farmer. The company will get shipments from that point when the roads leading to other stations are hub-deep in mud.

PACIFIC COAST.

G. Ballinger has engaged in the grain business at Cheney, Wash.

The Portland Rice Milling Co. has been incorporated with \$20,000 capital stock at Portland, Ore.

William Earnest has taken charge of the wheat warehouse at Sone Wash., for the Western Warehouse Co.

The Elgin Flour Mill Co. and the Good-nough Mercantile & Stock Co. are both dealing in grain at Elgin, Ore.

The citizens of Russell, Idaho, have formed an organization to construct a grain tramway between Russell and Greer, on the Clearwater Short Line. About 350,000 bushels of grain will be handled by this tramway each season.

Complaints that grain delivered on contracts is below standard are being investigated by the grain committee of the San Francisco Merchants Exchange, which has directed Chief Grain Inspector H. C. Bunker to examine into the condition of 9,000 cents of wheat at Port Costa.

Southern Pacific Milling Co., W. A. Wilmar, agent, San Miguel, Cal., Dec. 10: Since our last report conditions have not been quite favorable on account of the absence of rain and cool weather. It is now raining, however, and if the rainfall should prove abundant our farming operations will proceed very rapidly, with a bright outlook both as to crops and prices.

The Riverside Mill & Elevator Co. on Dec. 7 opened its recently erected flouring mill at Riverside, Wash. In connection with the mill a 30,000-bushel elevator is being built which will be fully equipped with the latest feed machinery. The entire plant including the elevator will cost \$3,500. Offices of the company are at Dayton, Wash., and C. W. Coleman is president.

The British ship Matterhorn sailed for Sydney, N. S. W., Dec. 12 loaded with 110,000 bushels of wheat valued at \$88,000 by Kerr, Gifford & Co. This is the first cargo of wheat ever shipped from the Columbia River to Australia. The Matterhorn is soon to be followed by three other vessels, one with a capacity of 150,000 bushels and the others of 100,000 bushels' capacity.

SOUTHEAST.

The Schooley Co. has succeeded W. P. Towson & Co. at Hagerstown, Md.

A large fire in Knoxville, Tenn., recently destroyed the building and stock of

the Shanklin Grain Co., causing a loss of \$15,000.

J. J. Lyne has purchased the grain elevator of W. N. Lemen and Charles S. Billmyer at Shenandoah Junction, W. Va., for \$4,500.

McReynolds & Co. of Chicago, Ill., have secured the elevator at Mobile, Ala., of the Mobile & Ohio Railroad, for use in the export trade.

The Winter-Curry Co. has been incorporated at Bessemer, Ala., with \$20,000 capital stock, to conduct a retail and wholesale grocery and grain business. Incorporators: J. C. Curry, W. S. Winters, Mary B. Curry and E. P. Winters.

SOUTHWEST.

H. L. Spangler has just completed an elevator at Byron, Okla.

H. E. Rowland is contemplating the purchase of an elevator and mill at Fairview, Okla.

The Poorman Milling Co. of Anthony, Kan., has begun building an elevator at Byron, Okla.

H. L. Spangler, Byron, Okla., Dec. 18: Growing wheat is in good condition and promises a good crop.

C. A. Marcotte, formerly cash grain man for the Fowlers, will represent the J. Rosenbaum Grain Co., at New Orleans

Rules governing the inspection of grain at New Orleans, La., have been published in a pamphlet by the New Orleans Maritime & Merchants Exchange.

In the territory of Oklahoma there are 228 elevators having a total capacity of 2,857,000 bushels and 48 flouring mills with a combined daily capacity of 8,760 barrels.

J. W. Corwin, agent for the Brinson-Judd Grain Co. at Dawson, I. T., informs us that Sam C. Clark, formerly of New Kirk and Blackwell, Okla., is buying grain at Catoosa, I. T.

Written application by Washer & Co. of Kansas City, Mo., for permission to store a few cars of No. 4 corn in elevator A of the Texas & Pacific Railroad, recently, was refused by the New Orleans Board of Trade, and granted by the New Orleans Maritime & Merchants Exchange. A similar request has been made by the Greenleaf-Baker Grain Co. of Atchison, Kan.

The rice receipts at New Orleans, as reported by the New Orleans Board of Trade, during the month of November, amounted to 85,766 sacks of rough rice and 38,863 pockets of clean rice; compared with 157,423 sacks of rough rice and 22,932 pockets of clean rice received during the corresponding month of last year. During the same period 157,385 sacks of rough rice were distributed, while during the corresponding month of last year 171,087 sacks were distributed.

At the annual meeting held Dec. 8, the New Orleans Maritime & Merchants Exchange, Ltd., elected the following officers and directors: Officers—President, Alfred LeBlanc; vice-president, E. T. George; secretary, Fred Muller; treasurer, Wm. M. Baker. Directors, steamship agents—Alfred LeBlanc, Wm. P. Ross, M. Warriner, W. H. Hendren and Frank A. Daniels; exporters, Lucas E. Moore, E. T. George, E. Sevilla, E. J. Bobet and E. Steinhart; at large, Paul M. Schneidau, Frank Moreno and Harry Harvey.

K. H. Drennan's elevator at Aline, Okla., was completely destroyed by fire Dec. 4, together with two cars of wheat and three of corn, which it contained, and one car of grain loaded for shipment. Loss is estimated at about \$7,000. Building and grain

were insured. This is the second elevator which has burned on this site. Only last spring an elevator belonging to Crowell & Clarke was destroyed. During the fire two other elevators were constantly in danger, but the faithful work of the citizens saved them.

To force the Texas & Pacific Railroad to place grain driers in its elevators at Westwego the New Orleans Maritime & Merchants Exchange has amended the rule stipulating that "no corn below the grade of No. 3 shall be admitted into an export elevator," by adopting the following resolutions: "That the rule regarding exclusion of 'off grade corn' from Westwego Elevators be modified under the following conditions: 'That a limited space in Elevator "A" at Westwego (to be designated to the inspectors) be set aside for corn grading below No. 3 with the understanding that if corn be moved for handling purposes into other bins, due notice be given the inspectors, and that no corn grading No. 3 or better be admitted into this elevator as long as the modification of the rule exists.'"

Henry Hyams Smith, secretary of the New Orleans Board of Trade, died suddenly Saturday evening, Nov. 29. He had been among the members on Saturday until about 4 o'clock when he, as was his custom, departed for Lookout to spend Sunday. On Monday morning the board was informed of his death. Mr. Smith was a native of New Orleans and received his education in the public schools of that city. He began his business career as a telegraph operator. He was formerly secretary of the New Orleans Produce Exchange, and when this was merged into the Board of Trade, he became secretary and treasurer of the new organization. But in the words of the Rice Industry, Mr. Smith was more than the secretary of the Board of Trade. He belonged to the people of New Orleans and was known by one and all for his untiring efforts and his willingness, at all times, to lend his aid to further the interests of his city and state. We will find some one to succeed him, but none to take his place.

TENNESSEE

H. K. Holman, Fayetteville, Tenn., Dec. 10: Growing wheat crop fine, acreage large.

The Lewisburg Grain & Elevator Co. with \$20,000 capital stock will build a large flouring mill and elevator at Lewisburg, Tenn.

H. K. Holman is arranging to build an addition to his warehouse at Fayetteville, Tenn. This will be equipped with a complete line of machinery for handling ear corn in the shuck, including apparatus for shelling, baling and crushing cobs and perhaps a burr feed mill.

TEXAS.

The I. & G. N. Railroad has given notice that it will make a half rate on corn shipped in for the relief of farmers.

The new 60,000-bushel elevator of the Richardson Co. at Gainesville, Tex., is to be completed by the Seckner Co. early in January.

Kitching Grain Co., McKinney, Tex., Dec. 16: Wheat in this section never looked better. Farmers will plant a large crop of oats.

The Texas millers on Dec. 9 requested the Texas Railroad Commission not to rescind its order applying emergency rates on flour, bran and wheat.

At the request of the railroads, which

have advanced the interstate rates, the Texas Railroad Commission has canceled the emergency rates on wheat, flour and bran.

Keil Bros. have purchased the grain business and rented the warehouse of L. J. Armfield at Taylor, Tex. Mr. Armfield will take up other business at Texola, Okla.

Brewlow's grain store at Georgetown, Tex., was totally destroyed by a fire which swept through the business portion of the town on Dec. 9. His stock, which was valued at \$1,800, was insured for \$1,000.

The E. B. Greathouse Grain Co. has been incorporated at Temple, Tex., with \$5,000 capital stock to do business in Bell county. Incorporators: E. B. Greathouse, John A. Greathouse and E. B. Sanford.

Work on the new rice elevator at Houston, Tex., will soon be begun by Charles Stadler, to whom the contract was awarded by the eastern capitalists interested in the enterprise, who are: T. M. Roach, Peoria, Ill.; Wm. Etherington, Boston; Chas. Doubleday, Brooklyn, and Zeb Heathlay, Brooklyn.

The Calumet Grain & Elevator Co. of Chicago recently shipped 90,000 bushels of corn to Reval, Russia. This will form part of the cargo of 188,571 bushels of the Spanish steamship Felix de Abassala, which will carry the first shipment of corn ever made from Galveston, Tex., to a Russian port. J. D. K. Davidson, representative of the company, superintended the shipment.

TEXAS LETTER.

The T. H. Thompson Milling Company of Houston is greatly enlarging the present plant.

The Cameron Mill & Elevator Company of Ft. Worth is installing a lot of new machinery, including safety boilers.

The subject of macaroni wheat is being taken up by a number of farmers and there is promise that a very fair acreage of this class of hard wheat will be raised in Texas during the coming year. This wheat is extremely hard and there are few mills in this state that are prepared to grind it.

Late reports from all over this section of the country tend to show that the grain crop could not be in better shape for this season of the year and there is very little talk or complaint about the green bug. The cases where this has been reported have been investigated, with the result that no trace of this pest has been found. Unless something that cannot be foreseen happens there will be a very large crop of grain in the spring from Texas and the adjoining territories.

B. R. Neal, manager of the Standard Milling Company, says that the acreage in wheat this year is larger by about 1,250,000 acres than formerly. He says, "We hear complaints about bugs in the wheat, but it is not the green bug or louse, and the bug reported is a common and not destructive bug. Should no accident happen and the farmers have good weather during harvest time the wheat crop of Texas will consume about 20,000,000 bushels, of which the mills of Texas will consume about 16,000,000 bushels. The export business of Texas millers has fallen off materially in the past two years on account of the wheat crops of the state being very short. The increase in wheat acreage amounts to about 10 per cent."

The principal topic among the grain dealers now is the rate on corn. The Railroad Commission of Texas has requested the interstate lines to make some concession on the interstate corn rate (the

commission not having authority over interstate business) to meet the emergency among the farmers. Mr. Turner, general freight agent of the I. & G. N. Ry., has agreed to make a half rate on corn consigned to chairmen of relief committees, where such committees are organized, and he has written to the general freight agents of the interstate lines like the Rock Island, the Santa Fe and the M., K. & T. to get them to participate in this reduction. Mr. Turner proposes to make this rate good for thirty days or to Jan. 15, 1903. This concession to a great extent will relieve the farmers who are now being forced to buy corn for feed. Another relief comes from the excellent pasturage afforded stock by the grain crops.—J. S. W.

WISCONSIN.

Louis Heuer is constructing an elevator at Brown Deer, Wis.

Memberships in the Milwaukee Chamber of Commerce are selling at \$550.

Wisconsin dealers shud get together and organize state associations worthy of the trade of the state.

The Bloomer Produce Co., dealers in oats, hay and potatoes at Bloomer, Wis., will either buy or build an elevator next season.

The Milwaukee Sentinel is vigorously championing the cause of the grain men at Superior who want official Wisconsin inspection.

The Wisconsin Feed Co. has been incorporated at Milwaukee, Wis., with \$25,000 capital stock. Incorporators: John Lawrence, Frank J. Wilson and Ernest Morgan.

Fire in the freight warehouses of the Flint & Pere Marquette road at Milwaukee, Wis., on Dec. 12, destroyed a large quantity of wheat, bran and other cereals, which were stored in transit. The railroad is the loser, as it is responsible to shippers for goods in transit.

Being of the opinion that they could be operated to better advantage as private houses the Cargill Commission Co. has changed the Superior Terminal Elevators, L and K, which it operates at Superior, Wis., from public to private houses. The two elevators have a capacity of 2,250,000 bushels.

Chris. Daniels' elevator, recently completed at Suring, Wis., has a capacity of 35,000 bushels, and is built with stone cellars and foundation and equipped with all necessary machinery for a business in grain, hay, flour and feed. He also intends to put in a roller mill for feed grinding.

In his final report on the crops of 1902 issued Dec. 6 John M. True, secretary of the Wisconsin State Board of Agriculture, gives the area under wheat as 550,000 acres and the crop 11,000,000 bushels; oats, 2,375,000 acres, 95,000,000 bushels; corn, 1,500,000 acres, 45,000,000 bushels; rye, 360,000 acres, 7,560,000 bushels; barley, 550,000 acres, 19,250,000 bushels; buckwheat, 38,000 acres, 684,000 bushels; flaxseed, 10,000 acres, 150,000 bushels; beans, 12,000 acres, 120,000 bushels, and potatoes, 258,000 acres, 25,800,000 bushels. The season has in no way been a favorable one for the corn crop. The wet, cool, early summer retarded the growth of the plant, while July and August, the corn months, were not hot enough to develop the grain; and at the time of the first heavy frost, early in September, few fields were beyond the point of damage, and except in the southern tier of counties, and in fa-

vored locations further north, the loss was great. More than half the acreage was cut and shocked about the time of the September frost, but a large part of this still remains in the field, neither grain nor fodder having been in condition for storage. Hardly 30 per cent of the entire crop of the state would be classed as "merchantable" in the market, though much of the remainder has a high feeding value, upon the farm. No crop reports will be issued until April.

THE SUPPLY TRADE

The Case Mfg. Co. of Columbus, O., has completely remodeled its plant, making additions to its buildings and putting in 15 new machines.

A local branch of the reciprocity league has been formed by the leading manufacturers of Moline, Ill. The Barnard & Leas Mfg. Co. is taking a lead in introducing American machinery abroad.

C. H. Adams of the Marseilles Mfg. Co. was in Chicago last week and reported business very good, with factory running night and day. The company has had an excellent Missouri trade in shuck corn shellers this season.

So far the crop of calendars gathered at this office surpass in quality the crop of corresponding period of any preceding year. Among the late receipts is one from the Winchester Milling Co. of Canal Winchester, O.

The Dodge Mfg. Co. of Toronto, Ont., has been awarded the contract for the entire equipment of conveying, elevating and power transmission machinery for the 1,000,000-bushel elevator now under construction in the harbor of Montreal, Que.

"Trial-order" advertisers seldom become successful advertisers. The man who talks about a "trial order" testifies to his lack of faith in the efficacy of advertising as related to his business. A sane man would hardly rent a store for a month and put in a small stock of goods to demonstrate whether he could make his business pay in a certain locality. Most "trial-order" advertisers are making tests that are as unlikely to demonstrate the true value of advertising as the trial-of-a-store-for-a-month with a small stock of goods would be a true test of the value of a business location as related to a certain line of trade.—Mahin's Magazine.

T. K. Webster, president of the Webster Mfg. Co., Chicago, and one of the largest employers of labor in the city, said recently before the Co-operative Club: "Profits should be shared with employees because these men help in making the wealth, and because by the advent of improved machinery a man's ability to earn money is taken away." Mr. Webster pointed out some difficulties in the way of adopting this system, among them being the numerous small stockholders and many companies whose consent must be secured, and the necessity for a corporation to carry a large surplus to meet emergencies. "With these conditions met there can be no further objection to the plan of sharing one's profits with the employees. Moreover, it is a good plan and should be adopted."

An Iowa grain shipper, who will be married next week, has written his commission house for a carload of mistletoe to assist him in properly celebrating Christmas. Bashful man.

SUITS AND DECISIONS

Lamson Bros. & Co. of Chicago are defendants in a suit brot by the receiver of the defunct First National Bank of Niles, Mich., to recover \$50,000 alleged to have been placed as margins for speculation in options.

Where freight transported over various lines of railway is injured, it is to be presumed, in the absence of evidence, that the injury occurred on the last line. *Cote v. New York, N. H. & H. R. Co.* Supreme Judicial Court of Massachusetts. 65 N. E. Rep. 400.

The suit by a Milwaukee grain company against F. A. McKenzie of Quincy, Mich., for failure to accept a consignment of wheat, has been dismissed, because the Milwaukee company was not ready for trial. The suit was for the difference between the market price and the contract price.

A test case between E. W. Gessler & Co. and the Nanson Commission Co. of St. Louis, Mo., has been decided by the arbitration committee of the Merchants Exchange, involving default in delivery of 10,000 bushels of No. 2 oats on July contracts. The committee made the settling price 42 cents.

A Marinette, Wis., firm, which had cut 90,000 Christmas trees, and had shipped 60,000 to market over the Wisconsin & Michigan railway, has sued the company for damages because it was unable to furnish cars enough for carrying the remaining 30,000 trees.

Under St. 1890, c. 437, sec. 2, providing that whoever contracts to buy on margin any securities, having no intention, as the other party had reasonable cause to believe, to perform the contract by actual receipt of the securities and payment of the price, may sue for and recover in an action of contract from the other party any payment made or the value of anything delivered, one who has so put up margins and given a note and mortgage for further margins called for may, as incidental to the remedy by action, maintain a bill to enjoin a foreclosure of the mortgage and to have the note surrendered. *Rice v. Winslow.* Supreme Court of Massachusetts. 65 N. E. 366.

In upholding the power of the Chicago Board of Trade to discipline members Judges Ball and Windes of the Appellate Court said recently, quoting section 6 of the charter of the board: "Said corporation shall have the right to admit or expel such persons as they may see fit, in manner as prescribed by the rules, regulations and bylaws thereof. The power to expel clearly includes the lesser power of suspension. The board of directors was engaged in investigating the McNeil complaint in pursuance of valid bylaws, and it is not averred that the board was proceeding irregularly. When the Weares became members of the association they assented to the exercise of the granted powers of the board of trade and to the limitations thereof." In his dissenting opinion Judge Adams said the authority conferred by section 7 was limited to cases in which differences were voluntarily submitted by the members differing. He held that a court of equity unquestionably had jurisdiction of the case stated in the bill.

In an action, as for conversion, brought against a factor by the true owner of personal property which has come to the possession of the former by the criminal

act of another person, has been sold by him, and the proceeds received and paid over to the criminal, less expenses and commission, it is no defense that the factor acted throughout the entire transaction in good faith, without negligence, and in the supposition that the criminal was the real owner of the property. The owner may recover its value of the factor, although a common carrier was guilty of negligence in permitting the property to be diverted from its true destination by means of a forged waybill, and placed in the possession of the factor through a forged bill of lading. *Chas. A. Johnson v. Joseph H. Martin and Chandler C. Wyman.* Supreme Court of Minnesota. 92 N. W. 221.

After a consignee has received for the freight contained in a car the railroad cannot be held responsible as a common carrier. This, in effect, is the ruling made by Judge Wakefield of the District Court at Sioux City, Ia. The case in question was that of John Thompson of Danbury, Ia., against the Illinois Central. Thompson changed his residence from Danbury to Merrill and had his household goods shipped in a box car. The car was delivered to the plaintiff at Merrill on the afternoon of November 1, and he gave his receipt for it. At four o'clock the next morning an elevator in the vicinity was burned, and the flames spread to the car, which, together with its contents, was destroyed, whereupon Thompson sued the company for \$2,000. The plaintiff's attorneys claimed that the liability of the railroad for protection of the property did not cease with the mere delivery of the property, but that it was liable while the goods remained in the car. The attorneys for the railroad claimed the company's liability as a common carrier ended when Thompson signed the receipt, and it moved that the court instruct the jury to return a verdict for the defense. Judge Wakefield sustained this motion, and in his charge to the jury said: "The evidence in this case shows that the liability and duty of the defendant as a common carrier had been terminated by delivery before the destruction by fire of the plaintiff's property, and as no claim is made in this action against the defendant in any other capacity than that of a common carrier, you will return a verdict for the defendant."

C. A. King & Co. write: Blind pool took a back seat. They certainly deserted their brother-in-law when he was called for margins. They were getting too much actual corn. Plungers, sooner or later, come to grief, regardless of whether they have 8,000 innocent patrons behind them or only a few. "Fund W" and Irwin pools lasted for several seasons before they departed.

The statistician of the Department of Agriculture estimates the newly seeded area of winter wheat at about 34,000,000 acres, an increase of 5.1 per cent upon the area estimated to have been sown in the fall of 1901. The condition of winter wheat on December 1 was 99.7; compared with 86.7 in 1901, 97.1 in 1900, and a nine-year average of 91.4. The newly seeded area of winter rye is provisionally estimated at 99.3 per cent of the area sown in the fall of 1901. The condition of winter rye on December 1 was 98.1; compared with 89.9 on December 1, 1901, 99.1 on December 1, 1900, and 95.7, the mean of the averages for the last nine years.

The Unwarranted Advance in Freight Rates.

Protest is being made by grain dealers every where against the arbitrary advance in freight rates effective December 8 and 15. The business of many dealers has been seriously interfered with by the big increase in the charge for transportation. At some competitive points the increase has been manipulated in a manner to kill the business of the grain shippers and render their investment in elevator property a dead loss.

The thin excuses for the advance offered by the railroad managers show how difficult it is for them to justify the unwarranted orders of the Wall street magnates to further bleed the shippers and producers of the west.

To mergers, consolidations and community of interest is ascribed the remarkable unanimity with which the different roads agreed to the advance. This principle seems to have been carried so far that shippers have no means of protecting themselves, except to appeal to the hitherto impotent Interstate Commerce Commission.

Before the Commission Geo. J. Grammer, traffic manager of the Lake Shore & Michigan Southern, recently testified that in hauling a train of fifty cars, loaded with grain, from Chicago to Buffalo, the railroad would get a revenue of \$3,600, while the cost of operating the train, wages, fuel, oil, waste, etc., would amount to only \$260. From the increase in the grain rate one road alone would derive an added profit of \$400,000, a small portion of which will go to cover the increase in wages and cost of operating, while the remainder will go to pay dividends on watered stock.

The cost of transportation has not been advanced in other countries nor upon the ocean, where rates are very low at present. The conclusion is irresistible that the advance in freights is prompted only by greed.

Meeting of Policy Holders Called.

Secretary J. G. Sharp of the Mill Owners Mutual Fire Insurance Co., of Des Moines, Iowa, writes us that "the year now drawing to a close has been the most successful in the history of the company. The business written has been large and the losses comparatively light."

This company, which was organized in 1875, is the father of the flour mill mutuals, which have saved one half the average cost of insurance in reliable stock companies to owners of grain elevators and flour mills who were so fortunate as to have a policy in them.

The twenty-eighth annual meeting of the policy-holders of the Mill Owners' Mutual Fire Insurance Company of Iowa will be held at the office of the company, in the city of Des Moines, Iowa, Wednesday, January 21st, 1903, at 2 o'clock p. m. A large attendance is desired.

Moisture in Ear Corn.

Conditions under which corn is stored in cribs vary so much in different localities that no reliance can be placed on the results of experiments as a guide in estimating the shrinkage of present or future crops.

The tightness of the crib, and the degree of humidity of the atmosphere have much to do with the percentage of loss

in weight. A farmer in Christian county, Illinois, in 1900, placed 12,228 bushels in crib, and the shrinkage by next fall was 3.7 per cent. Contrast this with the result of cribbing corn at the Michigan experiment station in 1896, when the loss from October 4 to February 15, was as much as 30 per cent.

The condition of the corn at the time it is placed in the crib is the most important factor in estimating future shrinkage. Soft corn will lose 15 to 25 per cent; while that which is matured and well cured before husking will shrink 7 to 15 per cent.

F. L. Ream.

Franklin L. Ream of Lostant, Ill., whose portrait is shown herewith, has long been regarded as one of the leading country grain dealers of Northern Illinois. He has devoted much time and personal



F. L. Ream, Lostant, Ill.

labor in building up the Illinois Valley Grain Dealers Association and has always been foremost in things that would tend to improve trade conditions.

Mr. Ream was born in 1864 in Bureau County, Ill. He attended school at Oberlin, Ohio, and graduated in 1884 with honors in plain and ornamental penmanship. He was known as the farmer boy penman of Bureau County.

In 1887 he went to Peru, Ill., to accept a position as bookkeeper for the Peru Elevator Co., with which company he remained for seven years. In 1894 he formed a partnership with W. H. Maze, a prominent lumber merchant of Peru, and opened a yard at Toluca, Ill.

Mr. Ream sold his interest in this business in 1895 and moved to Lostant to engage in the grain business. Here he made a success, being until recently proprietor and manager of three grain elevators with a storage capacity of 225,000 bushels, located on the Illinois Central railway in the heart of the corn and oats district of Illinois.

Although Mr. Ream still retains an interest in two of the elevators, he is at present devoting his time to the duties of Secretary and General Business Manager of the Mascot Co., to which position he has been elected. This company is a corporation recently organized for the pur-

pose of mining for gold and other precious metals in the Turret mining district of Chaffee County, Colorado.

They report that they have found good ore in paying quantities much sooner than expected. The mine will be developed as fast as possible. The many friends of Mr. Ream in the grain trade wish him success in his new venture.

Books Received.

THE PROCEEDINGS of the second annual convention of the Chief Grain Inspectors National Association held at Peoria, Ill., Oct. 1, 2 and 3, have been published by the Association in pamphlet form, together with a list of members, the constitution and by laws, rules for grading grain adopted at Peoria, a history of the organization and the minutes of the meeting. From the Courier Press; 39 pages.

ILLINOIS Railroad and Warehouse Commissioners 31st annual Report. We are indebted to the Railroad and Warehouse Commission of Illinois for a copy of its report for the year 1902. Two-thirds of its pages are devoted to statistics of the railroads of the state, and the remaining third to the report of the chief grain inspector, report of the warehouse registrar, reports of the chief inspector and registrar at East St. Louis, Ill., and the laws of Illinois relating especially to railroads, inspection of grain and warehouses.

Argentine Statistics.

Crop statistics in the Argentine Republic, which for many years have been a by word, are becoming remarkably accurate under the administration of Director Lahitte.

Mr. Lahitte has rejected the information supplied by the local authorities. After two years of persistent effort he has organized a corps of correspondents who are furnished with a map upon which is marked out each farm and parcel of land. Every acre must be inspected and the facts noted on the map.

In November the threshing machine owners are required to mark on the schedules the quantity of grain thrashed on each farm, the number of acres sown and harvested and the number of days the machine has worked on the farm.

From the complete and detailed information contained in the various schedules it is possible to make an economical abstract of the results of any crop in any province or of the entire year's operations on a single farm.

Waldo Rohnert, a seed grower near Gilroy, Cal., has extended his business until he now conducts six seed plantations. His acreage now exceeds that of any other seed grower in that part of California.

The car shortage in the grain territory of southern Russia is causing congestion. About 35,000 loaded grain cars are standing on sidings. For lack of warehouse room peasants coming to town are told to take their grain back to the farm.

The Octa Grain Co., of Octa, O., has favored us with one of its advertising novelties, designed especially to win the attention of the ladies. A heavy cardboard folder bearing a calendar and poetry praising the Octa Grain Co.'s flour and coal contains goldeyed needles of various sizes.

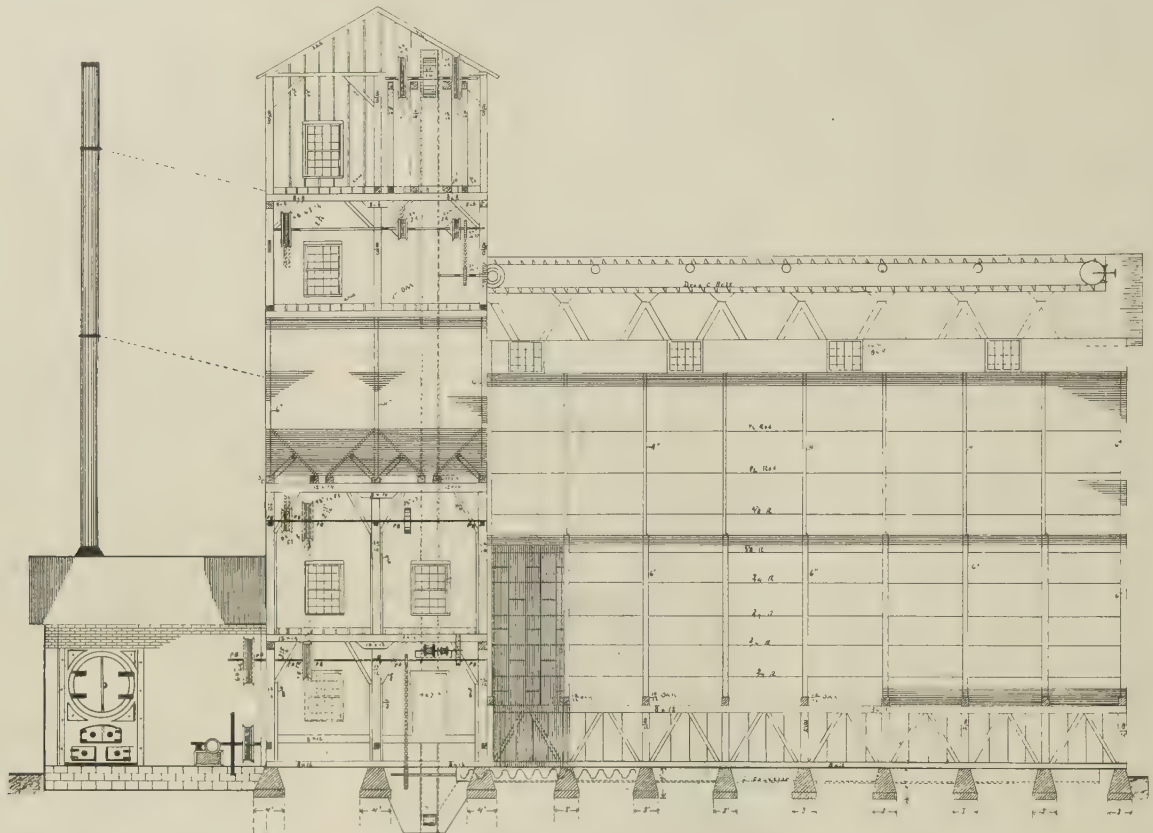
New Transfer Elevator at Mt. Vernon, Ill.

One of the most substantial transfer elevators in Illinois has recently been completed at Mt. Vernon by the Mt. Vernon Grain & Elevator Co. A view of

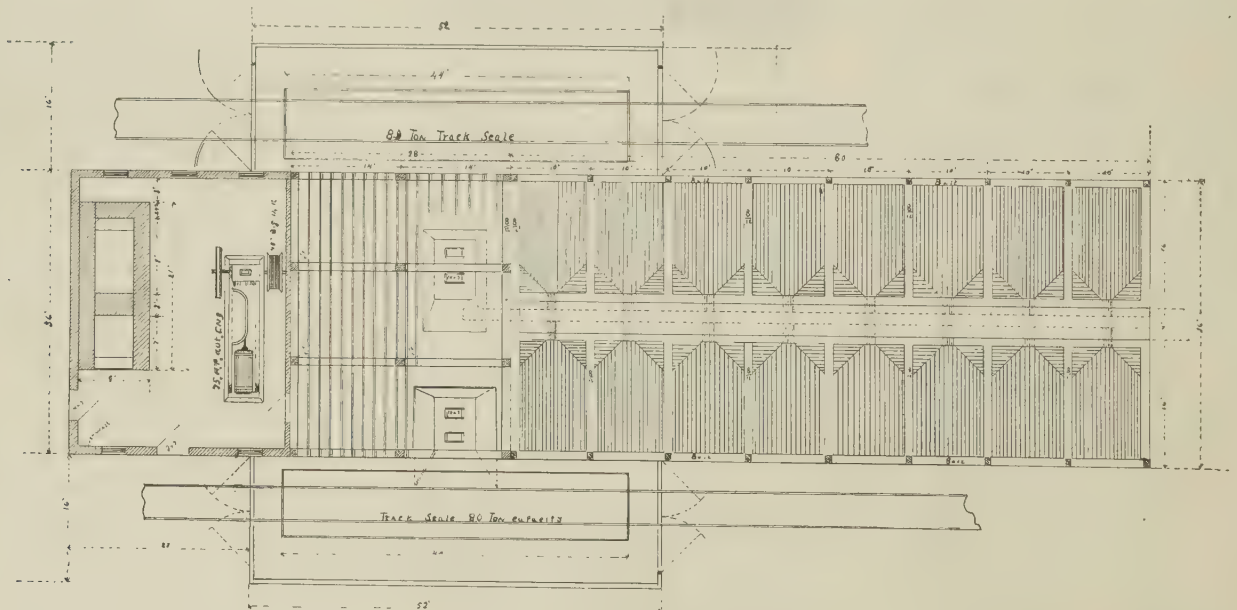
the Chicago & Eastern Illinois pass thru, and the Wabash, Chester & Western has Mt. Vernon as its eastern terminus. Direct outlets east and south over the Southern and the L. & N. make Mt. Vernon an excellent location for a grain transfer elevator.

The plant consists of a working house,

with. The grain is weighed on a large hopper Fairbanks Scale, elevated by the second leg and run into the car thru a long vertical spout terminating in a Sandmeyer Loading Spout. The momentum due to the height of fall throws the grain to the extreme ends of the car. The loading side of the house also has an 80-



Longitudinal Section.



Plan and Ground Plans of Mt. Vernon Grain & Elevator Co.'s 150,000-Bushel Transfer and Storage Elevator at Mt. Vernon, Ill.

this up-to-date plant is presented in the photograph reproduced herewith.

Mt. Vernon is a city of 5,000 inhabitants, the county seat of Jefferson County, in the middle of the southern part of the state, and is the center from which radiate lines of railroad in seven directions. The Louisville & Nashville, the Southern and

36x28 and 90 feet 8 inches high, a storage annex, 36x80 and 52 feet 8 inches high, and a power house, 36x27, one story high.

Loaded cars arriving are run into a lean-to, housing an 80-ton track scale, and emptied into a receiving sink, into which dips one of the two stands of elevators, as shown by the tracing reproduced here-

ton track scale housed in a lean-to. The cars are placed by a Weller Car Puller.

On the second floor are the Eureka Separator and Eureka Oat Clipper. All the machinery except the scales and a Union Automatic Weighing and Sacking Machine was furnished by the Weller Manufacturing Co. On the third floor

are garner, receiving and shipping bins. On the fourth floor is the countershaft from which are driven the elevator head pulleys and the chain drag which fills the bins in the annex.

The annex is of crib construction and contains 16 bins of 150,000 bushels capacity. The floors of annex slope towards the middle of the house to discharge into a 12-inch spiral conveyor which is driven by sprockets and chain from the line shaft in the first story. This conveyor feeds into the boot of the second stand of elevators which has 7x20-in. buckets.

The roof and sides of the building are covered with corrugated steel. The power house is of brick and contains a 75-h. p. steam engine, and boiler of ample steaming capacity. From engine to line shaft and to countershafts the transmission is by rope thruout. The drive from engine to line shaft is eight strands of 1¼-in. Weller Transmission Rope. Coal is unloaded from cars right at the furnace doors.

The elevator is operated in connection with the extensive business of the Sidell Grain & Elevator Co., of Sidell, Ill., in which Wm. G. Cathcart and John H. Herron are partners. The plant was erected by The Seckner Co., designers and builders of grain elevators, Chicago.

Southwestern millers have been making a very good flour from this year's poor crop of winter wheat.

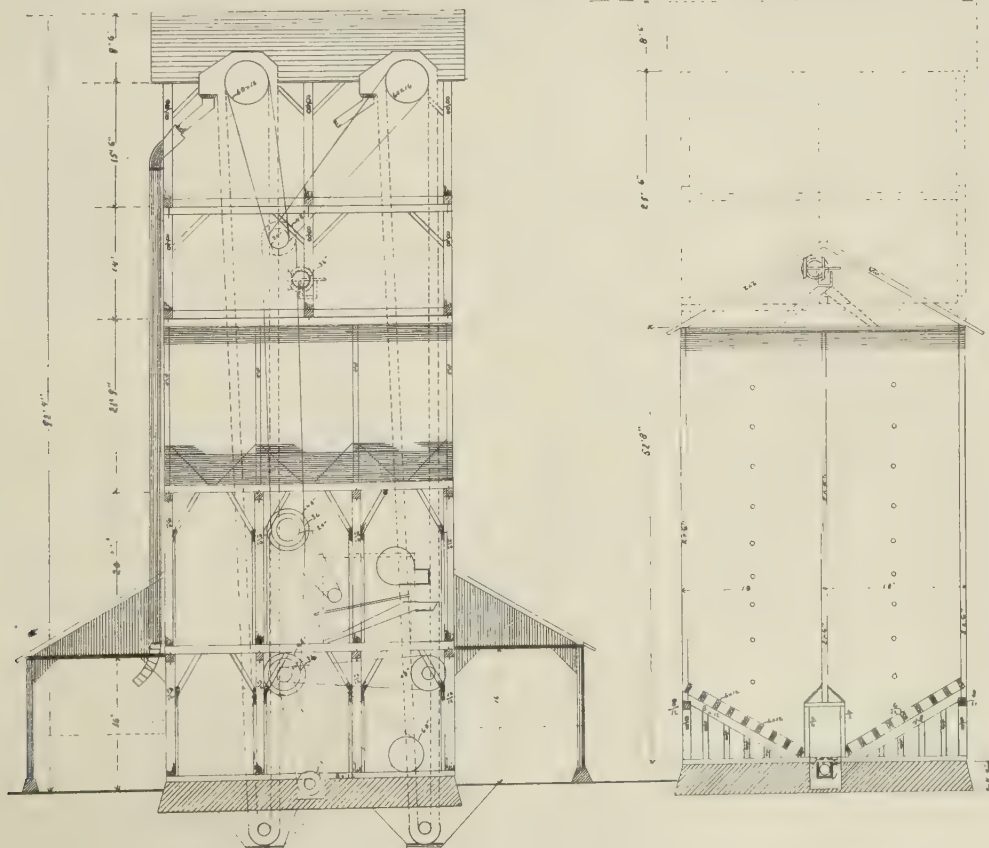
Paul H. Grimm, consulting engineer of the Corn Products Co., has resigned to open an office in New York.

The slightest suggestion of danger to the next winter wheat crop will awaken the sleeping giant—Speculation.

One of the handsomest calendars received this year bears the advertisement of Wisner & Co., Memphis, Tenn.



New Transfer Elevator at Mt. Vernon, Ill.



Thru Working House—Transverse Sections —Thru Storage Bins.

sprocket makes one revolution to four strokes of the piston or two turns of the engine. After the device has been attached the time of ignition can be varied at will by loosening the set screw holding the brush in position.

For the two-cycle attachment gearing is better.

Attach the commutator supporting arm at any convenient place on engine or floor, so that the commutator sprocket will be in line with crank sprocket. When putting chain on sprockets see that the position of both sprockets is such that the brush will make contact just at the end of the compression stroke, the piston being at the point nearest cylinder head.

GRAIN CARRIERS.

The Oklahoma Central & St. Louis proposes to build a line from Jefferson City, Mo., to El Reno, Okla.

Commodity rates will be canceled on one-half the list by Jan. 15, by the railroads east of Chicago.

Bulk shipment of grain is to be tried for the first time in England by the Lancashire & Yorkshire Railroad. The cars hold 30 tons.

The Little Rock & Southern Railroad has been incorporated to build to Alexandria, La., and Vicksburg, Miss., in connection with the Rock Island system.

The Canadian Pacific will have more vessels sailing from St. John this winter than ever before. During January 20 boats will sail, and each will take some grain.

Evidence that the merger of the Northern Pacific and the Great Northern railroads has been unfavorable to the interests of shippers was presented at the recent hearing at Minneapolis.

Unnatural scarcity of cars during the ten days immediately preceding an advance in freight rates breeds that discontent among would-be shippers which makes for a reciprocal demurrage charge.

Milwaukee shippers have filed complaint with the Interstate Commerce Commission against the railroads for making the advance in rates effective at Milwaukee two weeks earlier than at Minneapolis.

The Iowa & St. Louis Railway has laid 60 miles of track from Centerville, Mo., to Novinger, Mo., has graded 83 miles north to Mystic, Ia., and is being surveyed to Sioux City, Ia., 255 miles. H. F. Reddig of Kansas City, Mo., is president of the company.

The justice of the general advance in rates by the railroads was inquired into by the Interstate Commerce Commission at a hearing Dec. 16, at which the roads were directed to file written statements by Jan. 10, soon after which date a second hearing will be given.

Wrecks on the great lakes have not caused heavy loss to underwriters during the past season. The only fly in the ointment is the fact that the volume of business is not so large as it might have been, on account of the larger owners of the best ships assuming the risk of loss and saving the cost of insurance. Few of the 110 boats owned by the steel trust are insured. Mr. Gilchrist, Mr. Davidson and others carry their own risk on over 100 additional boats.

The export grain trade of Mobile, Ala., will be revived by McReynolds & Co., who have leased the Mobile & Ohio Elevator. Lawrence W. McMaster, represen-

tative of the firm, says: We will begin operations the first of January, and will establish a branch with a number of clerks and accountants large enough to look after the business promptly. We will exploit the Cuban and Mexican grain trade through this port, and we will be in position when vessels have not all their space taken to fill them up with grain and sell it while it is in transit on the gulf.

The federal court at Chicago on Dec. 15 ordered the railroad attorneys to submit written statements of their arguments in the injunction suits brot to restrain the roads from granting rebates in violation of the interstate commerce law. The temporary restraining order was granted by Judge Grosscup March 24, and will continue in force pending the hearing. In his opening argument, Wm. A. Day, attorney for the Interstate Commerce Commission, said: It has been the custom of the Santa Fe for a year or more prior to the filing of our bill, to select certain ship-

The Bowsher Shops.

The factory of The N. P. Bowsher Co., South Bend, Ind., shown in the accompanying engraving, is not the largest factory catering to the needs of grain dealers and millers, but in it is made a combination feed grinding mill, which covers about all the requirements of the average elevator proprietor. This business started in a small way, but gradually new sizes were added as the trade called for them, until now they are made in many different sizes and styles, ranging from two to twenty-five h. p.

Feed grinding is being taken up more widely by elevator operators since the advent of the gasoline engine, and is considered one of the most profitable side lines of the business.

Some of the features of the Bowsher mill are, the conical shaped grinders, which work close to the center of the



The N. P. Bowsher Co.'s Plant at South Bend, Ind.

pers for favors. The railroad officials would say to these persons: "You buy your grain at any price. Pay us the established rates and we will rebate to you a certain sum down to what will make a profit for you." While this may not have been unjust discrimination, it tended to force out of business the small shippers and to make them finally close their elevators.

Corn oil amounting to 3,124,079 gallons was exported from the United States during the ten months ending Nov. 1, 1902, while during the corresponding period of 1901 4,098,058 gallons were exported.

Manila hemp to the amount of 100,954 tons was exported from the Philippine islands during the eleven months ending June 1, 1902, while for the corresponding period ending June 1, 1901, exports were 97,759 tons.

Beans and peas of foreign production amounting to 29,722 bushels were exported from the United States during the first ten months of this year, while during the corresponding months of last year 123,774 bushels were exported.

Exports of beans and peas for the first ten months of 1902 were 204,254 bushels, compared with 341,439 bushels exported during the first ten months of 1901, as reported by O. P. Austin, chief of the bureau of statistics.

shaft, the crushing knives for handling ear corn, which are spiral in shape and have a draw cut and the ability to handle ear corn as well as all kinds of small grain.

The Bowsher Co. has recently made an addition to its machine shop and fitting room in order to handle their work with improved facilities.

This is not a good year to wear bristles on your back. Better be a little modest and let the other fellow take the poor stuff.—Geo. A. Wells.

Sneath & Cunningham, grain shippers of Tiffin, O., are remembering their many friends with one of the most beautiful calendars ever presented. It is composed of three deep brown cards tastefully decorated. The calendar, which is printed in gilt, is small and does not detract from the card's appearance.

Our exports of breadstuffs, as given by O. P. Austin, chief of the bureau of statistics, for the eleven months ending Dec. 1 included 120,820,822 bushels of wheat, 9,844,617 bushels of corn, 5,524,946 bushels of oats, 4,157,923 bushels of rye and 7,714,150 bushels of barleys, compared with 160,019,818 bushels of wheat, 100,254,471 bushels of corn, 24,907,864 bushels of oats, 2,492,046 bushels of rye and 7,351,940 bushels of barley exported during the first eleven months of 1901.

Good Will to Men.

By L. E. Spohr.

On the twenty-third of December, throughout the town of Chester many preparations were being made for Christmas celebrations. Stores were gayly decorated with holly and pine and the merry-faced pedestrians were loaded down with parcels of all shapes and sizes. Light shone from the windows of many homes in which busy people might be seen.

But in one home the family are not busy with Christmas gifts or preparations, although Christmas is in their thoughts. Within is a young girl surrounded by four bright-faced children; one, a mere baby.

"Won't you tell us a story, Aunt Ruth?" says Hal, a boy of twelve.

"O, do!" cry all the others.

"Yes, I will tell you a story, but first I want to ask you a question. What day is nearly here?"

"Christmas!" cry they all.

"And what day is Christmas?" Then she adds, after the children's puzzled silence, "Whose birthday is it?"

"Jesus' birthday," says little Amy, "and I don't quite see why people always give presents to other people on that day, or why Santa Claus brings presents to the children."

"Well," says Aunt Ruth, "I will tell you the story and then perhaps you will understand better." Then beginning with the Wise Men and the Star, she told the story of the Christ Child—His birth, His Life as a boy, His after life and death, His great gift of love to us; and then how he had said, "Inasmuch as you have done it unto one of the least of these, my brethren, you have done it unto Me." But, she added, "He wants a present from each one of us. However small we are, we can give Him our hearts, and most of all at Christmas time we should strive to be like Him and carry a message of peace and good-will to all. All feelings of unforgiveness should be put away and we should try to make it pleasant for every one around."

A gentleman entered the room and the children rush to him with cries of "Papa! Papa!" After a frolic and romp, they troop off to bed.

* * * * *

Several years before Harold Holbrook, his wife and two children had come to Chester. He had engaged in the grain business and with the help of an efficient manager had built up a good trade.

Two years before Baby Nell was born; but in the gaining of one treasure, another was lost, for the mother never regained her strength and some months later husband and children were left alone.

Almost immediately Ruth Holbrook had offered her assistance and in her the children had found some of the mother love and care which otherwise they would not have known.

Mr. Holbrook's manager, Ralph Perry, had become a friend, not only of Mr. Holbrook but of the children and Ruth. Many hours had been spent together by the two young people, when time could be spared from Ruth's "home duties," as she delighted to call them.

The grain business had prospered; but some time before a large amount of grain could not be accounted for and in a moment of anger Mr. Holbrook accused Ralph Perry of knowing what became of it. Stung by the thought that Mr. Holbrook would think him dishonest, and possessed of a quick temper, Ralph did

not use the "soft answer that turneth away wrath," and after bitter words on the part of both, and a declaration on Ralph's part that Mr. Holbrook would regret his accusation, a separation took place.

Not long afterward another elevator was built in the town of Chester, and Perry & Co. placed their announcement before the public. Mr. Holbrook was not a good business manager and this, together with the fact that Ralph Perry had been a favorite with the farmers, soon begun to tell on business at the old elevator, while the new house was kept busy. An apology and a few words of explanation would have smoothed away the difficulty, but neither would give these. Time widened the breach. The young people were never seen together; but if one missed the other, nothing was said or done that would lead others to believe it.

* * * * *

The words which Mr. Holbrook heard recurred to him often the next day. "All feelings of unforgiveness should be put away." "Carry a message of peace and good will to all." Was he doing this? Frequently he had been tempted to go to Ralph and end the struggle. He longed for the old companionship, but pride deterred him.

All day the words stayed with him and when in the evening the bells pealed forth the invitation for the Christmas entertainment in the little church, they brought the same message. "Peace on earth, good will to men."

When the children came home from the exercises that evening full of Christmas enthusiasm, delighted with the songs and the gifts, the words reiterated themselves. Jamie said, "Oh, how I wish Uncle Ralph were here;" the wish was quickly echoed by the others, and Mr. Holbrook began to think he was far from making it pleasant for those around him.

After a restless night and weary morning, he could endure it no longer. What was Christmas to him? Peace seemed to have fled. He must see Ralph. Late in the forenoon, with reluctant feet, but with a lighter heart than for many a day, he made his way over the fields in the direction of Mr. Perry's.

"I wonder where your father can be?" said Ruth, some time later. "Dinner is all ready and I have not seen him for a long time. Do you know where he is, Hal?"

"Here he comes over the fields," said Amy, who had been looking out of the window. "And there is some one with him. Why, it is Uncle Ralph!"

Sure enough, it was Ralph and his father.

It was a merry party which gathered around the table a few minutes later, and if Ruth's cheeks had a slightly deeper color, every one thought it was from the hurry in preparing the dinner.

Ralph and his father stayed during the afternoon and evening and a jolly time was spent in conversation and games. When at a late hour they had taken their departure, Mr. Holbrook said: "I could stand it no longer, Ruth, your words to the children the other night kept ringing in my ears. You said that, all thoughts of unforgiveness should be put away at the Christmas time, and then came the Christ message of peace and good will, so I decided to make this a true Christmas for all around me. But I did not have it all to do. Ralph was ready and eager to come more than half way."

"I am so glad you went," said Ruth, heartily.

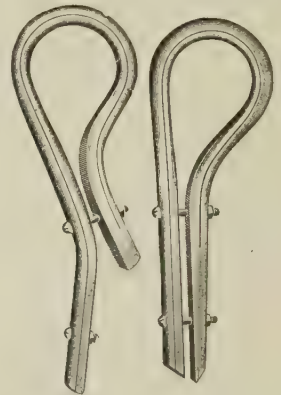
Some weeks afterward two items appeared in the local paper. One was a notice of the formation of the firm of Perry, Holbrook & Co., to operate the two elevators of Chester. The other read:

"A quiet home wedding took place at the home of the bride's brother, Mr. Harold Holbrook, Wednesday evening, when Miss Ruth Holbrook and Mr. Ralph Perry were united as man and wife. Rev. Cleghorn performed the ceremony. Both of the young people are well known in the village. Mr. Perry is one of our most successful business men and a member of the recently organized firm of Perry, Holbrook & Co. The bride, who came among us only a short time ago, has won the hearts of all by her patient devotion to duty and her lovable characteristics. The young people will make their home with the bride's brother. The Tidings wishes them all happiness and success."

Hickory Grain Shovel Handles.

Each year in the grain trade brings improvements in the methods and mechanical facilities for handling grain, and the progressive dealers who are quickest to avail themselves of the improvements profit most largely.

Several years ago, at the suggestion of an elevator superintendent, who frequently found the operation of his elevator interrupted by the breaking of handles, a friend of his was induced to make some hickory handles which could quickly be applied to any power-shovel. The handles were provided, attached to the shovels and are still in use, although a number of shovels have been worn out in the



meantime. The maple handles which have been used heretofore seem entirely too fragile to withstand the hard usage in unloading grain from cars. The hands of any shovel operator fit comfortably into the handles. The handles are made in two different styles. One for the straight shovel and the other for the high-backed shovel. Nuts and bolts, of course, are supplied with every handle. The handles are made from straight, second-growth hickory, carefully selected for this purpose. After being steamed, split in the middle and shaped, they are bent into the two forms shown by the engraving given herewith. In addition to the advantage of a quick transfer from a broken to a sound shovel, the handles are so firmly bolted that it serves to strengthen the shovel.

The makers, N. Geisen & Co., of Armour, Ind., are so confident that the claims they make for the handles are true in every respect that they express a willingness to send out handles on trial.

PURIFIED GRAIN

Commands a premium in every market, which is perfectly natural. All trace of smut, must and mold odors, also water stains, are entirely removed.

Ten-years' experience in operating and building purifiers has shown us what is needed to do successful and practical work. Our experience should be worth something to you.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

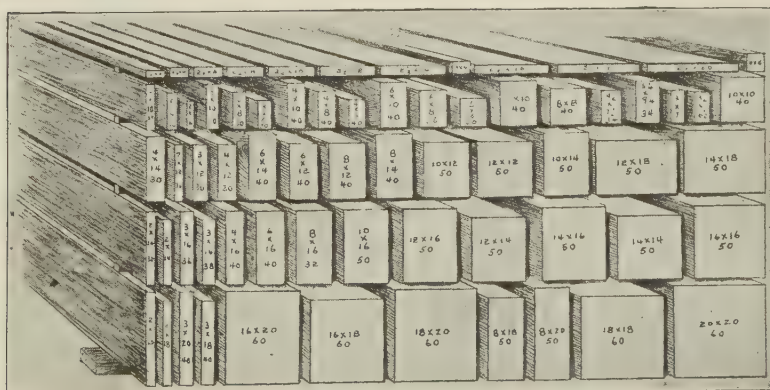
The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

HEADQUARTERS

FOR ANYTHING IN THE LUMBER LINE, CARRYING AT ALL TIMES A
COMPLETE ASSORTMENT



**TIMBERS and DIMENSION STOCK in both PINE and
HEMLOCK our SPECIALTY.**

YOUR INQUIRIES SOLICITED and will RECEIVE PROMT and CAREFUL CONSIDERATION.

EDWARD HINES LUMBER CO., Chicago, Ill.

LONG DISTANCE TELEPHONE "CANAL" 349.

Cobs.

Reynolds Bros. of Toledo, as usual, are favoring their friends in the trade one of the most artistic calendars of the season.

A new cereal demanded! Our little three year old, when shown popcorn on the cob for the first time, inquired, "Well, where's mammacorn?"

You can find no more acceptable Christmas present for the progressive grain dealer than a five years paid up subscription for the Grain Dealers Journal.

Rice exports during the first ten months of this year amounted to 401,151 pounds, compared with 422,442 pounds exported during the corresponding months of last year.

Buckwheat amounting to 142,035 bushels was exported during the ten months ending Nov. 1, while during the first ten months of 1901 146,815 bushels were exported.

Exports of grape sugar for the ten months ending Nov. 1 were 90,668,027 pounds, compared with 142,068,094 pounds exported during the corresponding months of 1901.

Broomcorn valued at \$146,675 was exported during the first ten months of 1902. During the corresponding period of the previous year exports were valued at \$237,091.

Our exports of hay for the ten months ending Nov. 1 amounted to 76,249 tons, compared with 110,253 tons exported during the corresponding months of the previous year.

The hay imported into the Philippine Islands during the eleven months ending June 1 was 1,925 tons, compared with 153 tons imported during the corresponding months of 1900-1.

Our imports of beans and dried peas during the ten months ending Nov. 1 amounted to 573,335 bushels, compared with 1,037,158 bushels imported during the corresponding period of 1901.

One of the most pleasing and handsome calendars yet received bears a perfect reproduction in colors of the famous oil painting entitled "On Guard." The card also bears the advertisement of the Hunting Elevator Co., McGregor, Ia.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout		MISSOURI. ILLINOIS.

verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

LOUIS JACKSON,

Industrial Commissioner C., M. & St. P. Railway, 660 Old Colony Bldg., Chicago, Ill.

The rice imported into the Philippine Islands during the eleven months ending May 31, as reported by the War Department, was 413,186,301 pounds, compared with 358,413,869 pounds exported during the corresponding period of 1900-1.

"Our Friends" is the title of an interesting circular issued by the Iowa Grain Dealers Association, which gives the names of firms who have demonstrated by their actions a positive disposition to co-operate with the association.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on

THE NORTH-WESTERN LINE

C. & N. W. RY.

THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO

which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

THE ALTON'S 1903 FENCING GIRL

Copyright, 1902 by C. & A. R'y.

ART CALENDAR

Four graceful poses from life; figures ten inches high, reproduced in colors. Highest example of lithographic art.

"THE ONLY WAY"

to own one of these beautiful calendars is to send twenty-five cents, with name of publication in which you read this advertisement, to GEO. J. CHARLTON, General Passenger Agent, Chicago & Alton Railway, 328 Monadnock Building, CHICAGO, ILL.

The best railway line between CHICAGO, ST. LOUIS, KANSAS CITY and PEORIA.

DETRICK MILLING-DISTILLING CO.

Tippecanoe City, Ohio.

Established 1884. Reorganized 1900.

Distillers of Pure Rye and Malt Whiskies.

Shippers and Track Buyers of Grain for Eastern Interior and Seaboard Trade.



Detrick's
DOUBLE COPPER DISTILLED WHISKIES

Guaranteed strictly pure Rye Whiskey; ripe and mellow; rich in flavor; distinct in character; and on account of its superior quality is recommended especially for family and medicinal use. We have every advantage and facility for shipping and can guarantee full satisfaction in every particular to the trade.

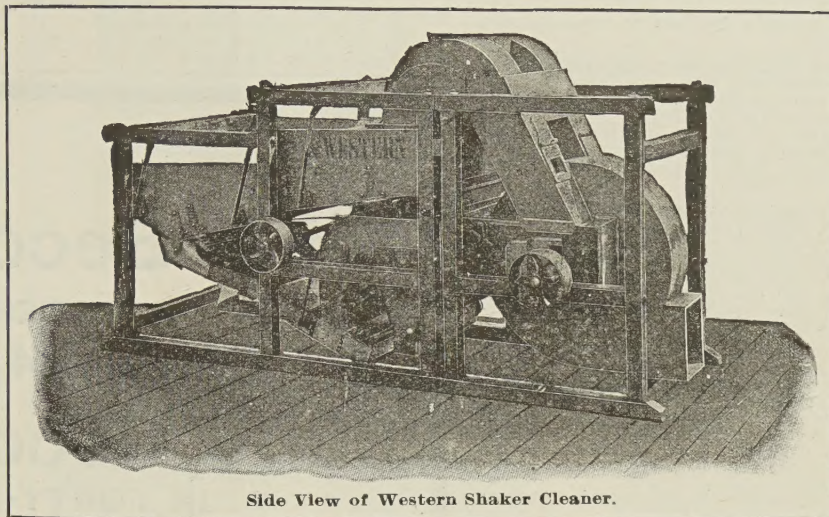
Our trial order prices are unusually interesting. A postal request will bring them to you.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



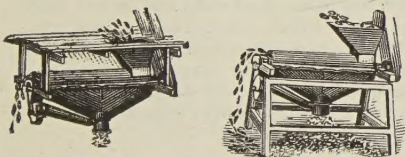
Side View of Western Shaker Cleaner.

Manufactured by **Union Iron Works,**
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

The "Original" "TRIUMPH" Sheller

Made of All Iron and Steel. Runs Either Way
TWO STYLES.



NO. 1. Shells corn either wet or dry entirely clean from the cob. Sold on a strict guarantee.
HORTON MFG. CO., Painesville, Ohio.

ELEVATOR
OF ALL

SUPPLIES
KINDS

CORN SHELLERS OAT CLIPPERS
TRIUMPH
CORN & COB CRUSHERS RECEIVING SEPARATORS
LINE

Send for
our Catalog
No. 7; full of good
things

Address
The C. O.
Bartlett & Snow
Company,
Cleveland, O., U. S. A.



COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.

PERFORATED METAL FOR GRAIN CLEANERS
THE ROBERT ATCHISON PERFORATED METAL CO.
303 305 DEARBORN ST. CHICAGO, ILL.



Success in business is a result of buying at the right prices. Send for our prices on
SEAMLESS COTTON GRAIN BAGS
MILWAUKEE BAG CO.
MILWAUKEE WISCONSIN

Cereals Investigate the Trust.

By F. J. Reynolds, Kansas City.
Far out in sunny Kansas, on a cold December day,
The Cereals assembled in a warehouse for hay.
The question before the house was not of bugs or rust,
But to decide a method to regulate the trust.

When the Chairman, Old John Barley, took his seat 'mid much applause,
Straightway the business started in the interest of the cause.
The committee on credentials soon had things in running order,
Each county had a delegate, from center to the border.

Their discussions covered freight rates, export duties, and demand,
While they tried to build a platform on which all of them could stand.
Tho' merrily waged the battle; what to do, they did not know,
So a delegate suggested that they all refuse to grow.

Matters then were worse than ever, till the Chairman, staunch and true,
Said, "I've the situation and can tell you what to do."

We must have a better knowledge of the markets, where we grade,
So we'll send a strong committee to inspect the Board of Trade."

With a rush the motion carried, not a single vote was lost,
Likewise an amendment that the shippers pay the cost.
The committee was appointed with a clerk to make the notes,
'Twas Colonel Corn and Flinty Wheat, with musty Mr. Oats.

Transportation was forthcoming, the committee told to write
A description of their journey to the chairman every night.
When their special train was started, they each had a private car,
Prohibition was in order, as they took along no bar.

Colonel Corn was quite unlucky, for the car which fell his lot
Sprung a leak along its gable and the dampness made him hot.
Flinty Wheat met with misfortune in the middle of the night,
For thieves broke in and robbed him, leaving him in sorry plight.

Fatty Oats, who was quite portly, got his car almost too late,
It was so low and narrow that his head reached to the plate.
Soon they reached Old Kansas City, where the Board of Trade men stay,
And their cars were promptly side-tracked long with cars of coal and hay.

There they got a warm reception by inspectors for the state,
Who with triers long and shining, tested them quite up-to-date.
Colonel Corn got very wrathful, read to them a hot tirade,
When they, in marking samples, put him down "No Grade."

Flinty Wheat felt rather happy, for they marked him "sound and bright,"
But the Chief Inspector, answered, "No go; you're too light."
Fatty Oats went through a-sailing, made his mark without a scratch,
All agreed he was a dandy and the best one in the batch.

Then to the Board they ventured; it most made them say their prayers,
For the pit was overflowing with ferocious Bulls and Bears.
Each sample well displayed, a buyer then was sought,
They found the highest bidder closed the deal upon the spot.

After 'change, our cereal friends, to their broker's office went,
He gave the clerk instructions where each member should be sent.
Poor Colonel Corn, perspiring to the Maple Leaf did go,
Where they put him on a dryer and the dust from him did blow.

Then they had him re-inspected, and back in his car he flew,
Where he rested, calm and happy, grading "Standard Number Two."
Next they shipped him to Kentucky for the Wholesale Whisky Trust,
And, like other politicians, he forsook the "lower crust."

Flinty Wheat went to the Frisco, where they've tanks so big and strong,
And viewed their storage system, but he didn't stay there long,
For they gave him transportation, away up north of course,
To help the busy millers furnish "Sunny Jim" with "Force."

Fatty Oats went to the Exchange, where he was clipped and burnished.
Then to the "Bottoms" on the west, a special car was furnished.

And there he got his just reward, the finest in the land,
They dressed him up in colors gay and marked him "Atlas Brand."

When the convention met to read the message from their neighbors,
They soon pronounced the cause not worthy of their labors,
For Old John Barley, grave and wise, in reference to the Trust,
Said, "We haven't got a ghost of show, till they swell up and bust."

\$100 Becomes \$150

IN FIFTEEN DAYS

Profits \$4.00 A Day

\$200 Becomes \$400

IN FORTY-FIVE DAYS

Profits \$4.77 A Day

**Shares Now 10 Cents. Advance to 15 Cents January 15th.
Another Advance to 20 Cents February 15th.**

We are offering you a chance of a life-time. The officers and directors of this industrial company are all prominent and successful business men of Chicago.

Officers and Directors

FREDERICK SCHULTZ, President.
The Schultz & Hirsch Co.
WILKIE P. GARRISON, Vice-President.
Pres. of The Ill., Colo. Oil, Gas & Coal Co.
MARK R. SHERMAN, Secretary.
Former Vice-Pres. of The Western State Bank,
GEO. CALHOUN, Treasurer.
Western Mgr. Geo. Munro's Sons, Pub., N. Y.
HENRY C. HEINEMANN, Director.
Wholesale Furniture Dealer.
JOSEPH HIRSCH, Director.
President of The Schultz & Hirsch Co.
ALL OF CHICAGO, ILL.

BUY NOW Don't wait until the last day. Until January 15th.
\$1000 Will Buy 10,000 Shares
\$500 Will Buy 5,000 Shares
\$250 Will Buy 2,500 Shares
\$100 Will Buy 1,000 Shares
\$50 Will Buy 500 Shares
\$20 Will Buy 200 Shares
\$10 Will Buy 100 Shares

If desired you can purchase shares on the installment plan. 25 per cent cash with your subscription. 25 per cent to be paid in 30 days and balance 50 per cent in 60 days. **REMEMBER 45 days from date your purchase will have increased in value 100 per cent.**

POINTS AND FACTS Regarding The PEOPLE'S UNION OIL COMPANY: Our management will bear the most searching investigation—Our stock is fully paid and forever non-assessable—Par value of shares is \$1.00 each—The business of our company is to produce and refine oil—A 1,500 barrel refinery will be constructed by the company—A 1,500 barrel refinery will pay the company \$105,000 per month—Our company has 1,500 acres of the finest oil land in California and Colorado—Enough ground for 700 wells—One well is now down to the depth of 1,100 feet and in oil—More wells will be put down as fast as money and men can do the work—Purchasers of shares will make at least 500 per cent on their investment within 6 months—Dividends will be paid our stockholders within 6 months from date.

BE INDEPENDENT IN YOUR OLD AGE

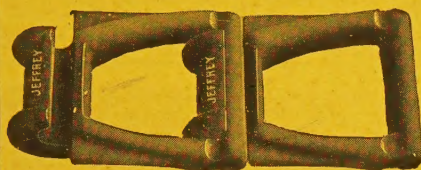
We offer you the opportunity in THE PEOPLE'S UNION OIL COMPANY'S treasury stock, which is as safe as Government bonds. On an investment of \$100 in the Kern River Oil Company you could have realized \$1,000. This is only one instance where a few dollars invested would have returned you thousands. Why give your banker 100 per cent on the earnings of your money and take 3 per cent earnings for yourself when you can invest and receive several times what the banker receives from your money?

DON'T DELAY IN SENDING FOR OUR PROSPECTUS.

Many are having shares reserved while getting money ready. Why not you? All orders dated on or before January 15th will receive shares at 10c each. After that date the price will be 15c. On reading this "Ad" if you have not time to investigate send in your order anyway. Investigate afterwards, and if not satisfied with your investigation we will return you your money. In asking for information or sending in remittances, address

WILKIE P. GARRISON, Vice-Pres.
or THE PEOPLE'S UNION OIL COMPANY,
1611 UNITY BUILDING, CHICAGO

JEFFREY Grain Handling MACHINERY.



JEFFREY DETACHABLE CHAIN.

CHAINS, ELEVATOR BUCKETS,
SPIRAL CONVEYORS,
SPROCKET WHEELS,
SHAFTING, HANGERS,
PULLEYS, RUBBER
BELT CONVEYORS, ETC.

**OUR NEW
CHAIN
CATALOGUE
NOW READY.**

SEND FOR COPY.

We design our machinery to handle material either in BULK or package; any size, any distance.

ADDRESS

The Jeffrey Mfg. Co.
COLUMBUS, O., U. S. A.
NEW YORK. DENVER.



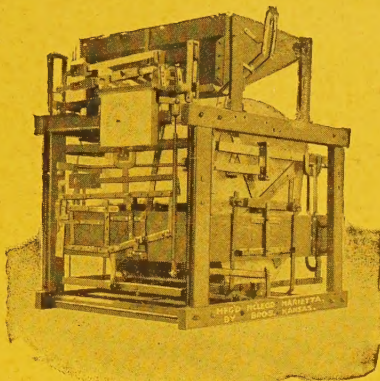
**Help!
HELP!
HELP!**

If you want help that has had experience in the grain business, want to find some one who wants such help, or if you want a partner to help you, make your want known to the trade through the "Wanted" columns of the Grain Dealers Journal, Chicago. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:

Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.



Grain, Time, Money

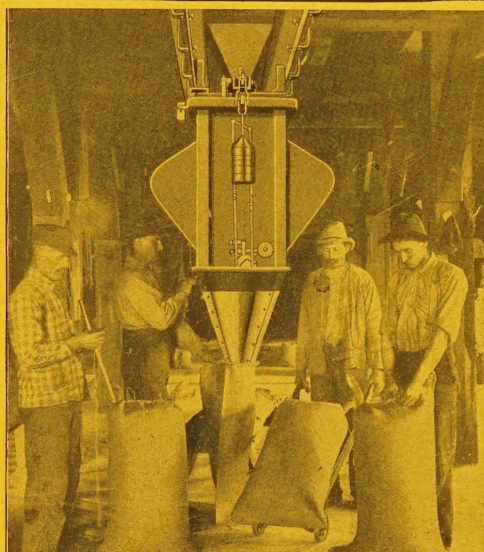
are saved by dealers
who use the

McLeod Automatic Weigher.

Write for Catalog to

W. T. Eaton Mfg. Co.

4 Sherman St., Chicago, Ill.



**A Perfect, Simple and
Reliable**

Automatic Grain Scale

Write us for catalog and
references.

Union Scale & Mfg. Co.

84 Market St., Chicago
27 Jessie St., San Francisco

WANT ADS...

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

2 JOURNALS FOR \$2

HAY—GRAIN

Dealers engaged in handling hay as well as grain will profit by subscribing for journals devoted exclusively to the interests of each trade.

The Hay Trade Journal is published weekly at Canajoharie, N. Y., by Willis Bullock, for \$2 per year. The Grain Dealers Journal is published on the 10th and 25th of each month for \$1 per year. Regular dealers can get both Journals one year by sending draft or express order for \$2 to

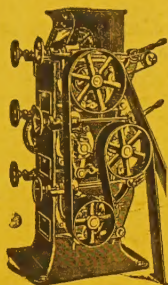
GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

GRAIN DEALERS JOURNAL

Corn and Feed Mills



4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

It...
Pays

to have one
in connection with
an elevator,
and to have the
BEST one.

Ours has no equal in STRENGTH, DURABILITY,
EFFICIENCY, CONVENIENCE, CAPACITY, and
QUALITY OF WORK.

Several Sizes. Prices Very Reasonable.

Allis-Chalmers Company,

GENERAL OFFICES:
CHICAGO, - ILLINOIS.

What's the Use

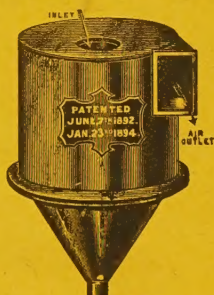
Of trying to get along without
**DAY'S DUST COLLECTING
SYSTEM**

When it will handle your dust and
refuse automatically, and give
you a **CLEAN** Elevator.

It will give you the best safeguard
against **FIRE**.

It will save labor. It will save in-
surance. It will save time and
money. It will pay for itself many
times over. Any valid reason why
you should not have it?

POSTAL FOR THE NEW BOOKLET, "DUST
COLLECTING AND FUEL FEEDING."



That's DAY'S
Dust Collector.
There is no other like it

H. L. DAY



1122-26 YALE PLACE
MINNEAPOLIS, MINN.

THE FINEST ELEVATOR

Ever erected (the Rialto)
which is described in this
number of the Grain Dealers
Journal is equipped with

Webster Machinery

We supply the smallest as well
as the largest. When need-
ing anything in the line of Grain
Elevator and Power Transmit-
ting Machinery, write us

WEBSTER M'F'G CO.

1075-1097 West 15th St....CHICAGO.

EASTERN BRANCH:

38 Dey St., New York City.

WELLER MANUFACTURING CO.

MANUFACTURERS OF
GRAIN HANDLING AND POWER
..TRANSMITTING MACHINERY..



GRAIN ELEVATOR SUPPLIES OF EVERY DESCRIPTION.

NEW CATALOG, No. 17, OF 400
PAGES SENT ON APPLICATION

GENERAL OFFICES: 118-126 NORTH AVE.,
CHICAGO

Branch Office: 323 Powers Building, Decatur, Ill.

You Know and We Know

But 15,000 regular Grain Dealers, all prosperous
men, don't know that you are in business.

THE GRAIN DEALERS JOURNAL can help you secure desirable
business. Write for advertising rates to the

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO.

THE VALUE OF AN ADVERTISEMENT

Depends upon placing it be-
fore the right persons. You
can get your advertisements
before the grain dealers of the
country by using this space.